THE SPHERE

Vol. CXXXVI No. 1782 WITH WHICH IS INCORPORATED THE GRAPHIC MARCH 17 1934

Easter at LE TOUQUET
HOTEL ROYAL PICARDY
Open from March 28th to April 3rd.

GREATLY REDUCED PRICES.
FULL PENSION (Room and Three Meals)
From **Frs. 125** per day and P.P.
Same Management :— **HOTEL CHAMBORD, PARIS,**
123, Avenue des Champs Elysées.

BY HOST-BY GUESTS BY ALL PREFERRED
Grant's Scotch Whisky

Wickham Court
HOTEL
WEST WICKHAM, KENT
Half an hour from City and West End
Telephone: Springpark 2000
Wickham Court is a fine example of Tudor architecture, now re-designed as a modern Hotel. The original beauty is unchanged, and accommodation, cuisine and service are all worthy of the traditions of English hospitality.
Self-contained suites and bedrooms with private bathrooms, central heating, with radiators in every room and corridor. Facilities for free golf, tennis, squash, dancing, billiards, etc. Free car service to East Croydon Station.
MODERATE INCLUSIVE TERMS.
● *Write for illustrated brochure, describing this luxury Hotel, with its memories of Henry VIII. and Anne Boleyn—a Royal romance that changed the course of history.*
OPEN TO NON-RESIDENTS

THE ARISTOCRAT OF CIGARETTES **DE RESZKE** *of course!*

THE WORLD CONSULTS ARDENTE ON DEAFNESS!
M. P. H. DENT'S Ardente FOR DEAF EARS
THE WORLD'S GREATEST HEARING SERVICE
CALL or WRITE for FREE TEST.
NO CONSULTATION FEE
Ask for "Medical Commendations"
Copyright.
The world was never so "sound-minded" as to-day—with Radio, Telephones, Talkies, Gramophones, nor deafness so prevalent. Thousands have overcome their handicap with the new ACOUDETTE "ARDENTE."
Middle Ear (Catarrh), Nerve (Head Noises), Slightly (hard-of-hearing) or Very (so-called "Stone") Deaf in young or old, and even cases hitherto regarded as hopeless now benefiting.
No matter what you have tried, with whatever result, you will greet this marvellous super-sound, **tone-sense-renewing** method as the find of your life and its joy for indoor and outdoor.
(Suite 24), **309, OXFORD STREET, LONDON, W.1**
(Look for our clock.) *'Phones: Mayfair 1380/1718.*
Service Bureaux throughout the country.

1843 1934
FOR NINETY-ONE YEARS
THE SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP
have carried on the glorious work of training poor boys and girls to become good and useful men and women. 1,100 children are always being maintained in the Society's Homes at Bisley, Esher, London, Orpington, Royston and Twickenham, and in the Training Ship "Arethusa."
DONATIONS AND LEGACIES ARE EARNESTLY SOLICITED
164, SHAFTESBURY AVENUE, LONDON, W.C.2
President: H.R.H. THE PRINCE OF WALES, K.G.

For a Pleasant Vacation
choose
LAUSANNE
Switzerland
A Centre of Education. The Healthiest Resort with the very Best Known Physicians, and the
LAUSANNE PALACE—BEAU SITE HOTELS
The leading high-class hotels in town and the nicest position, overlooking lake and Alps. Own magnificent Park, private Tennis Courts, Golf Links (18 holes). Bathing Beach. Garage. Premises of the British and American Club in the Hotels. NEAR THE MOST FAMOUS SCHOOLS. Best cuisine. Reasonable rates.
LUCIEN A. POLTERA, Director

THE LEADING LIQUEUR OF THE EMPIRE
Drambuie
PRINCE CHARLIE'S LIQUEUR.
9/- per ½ bottle
17/6 per bottle
Of all first-class Wine Merchants

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

60 YEARS OF SPORT AND DRAMA

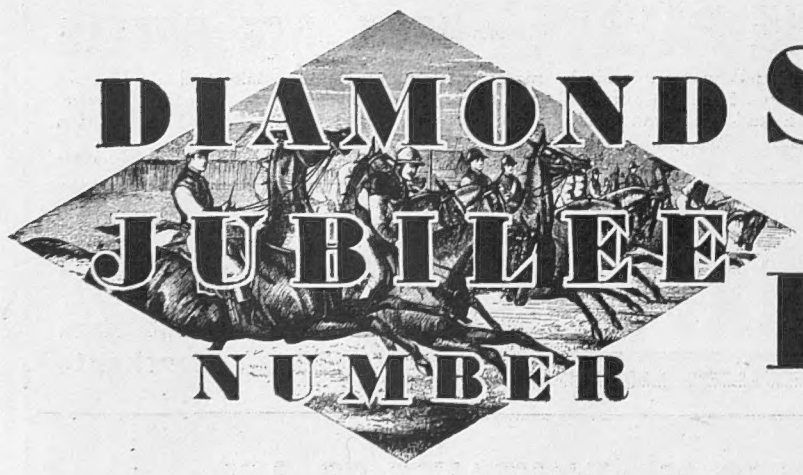
Think what this means in the history of the nation which has taught the entire world that sport in its various forms is the one conquest worth while!

Such is the key-note of this Diamond Jubilee Number in which pass in review all the great personages and all the great events in sport and drama for the past sixty years. There are colour pages of famous men, outstanding figures in one branch of sport and another—racing, hunting, shooting, boxing, athletics, cricket, football, hockey, lawn tennis, motoring and flying—all are shown in this historic review. Whatever your sport, you must get it, but order early or you may be disappointed.

SOME OF THE CONTENTS:

COVER DESIGN by A. J. Munnings R.A.
IN COLOUR:—
"PEGASUS 1934," by W. Smithson Broadhead
"DREAMS AND REALITY AT BECHER'S," by W. Smithson Broadhead.
"WE MODERNS." Caricatures by Gilbert Wilkinson
W. G. GRACE
JEM MACE
FRED ARCHER, GORDON RICHARDS, STEVE DONOGHUE, MORNINGTON CANNON
"BOAT RACE DAY, 1874"
BIRTHDAY GREETINGS
ROYAL SPORTSMEN — KING EDWARD, KING GEORGE and the PRINCE OF WALES
THE GREAT HORSES OF SIXTY YEARS, by E. Somerville Tattersall
RACING OCCASIONS
MAKING TURF HISTORY
CRICKET RECOLLECTIONS
AS THEY WERE AND AS THEY ARE—Great Athletes Then and Now
A LAWN TENNIS LOG
FOOTBALL—Soccer and Rugger Reminiscences
THE OUT-OF-DOOR WOMAN, Victorian, Edwardian and Georgian
THE GOLFER'S PROGRESS
"SPORTING AND DRAMATIC" ARTISTS
MOTOR RACING IN THE EARLIES.
SIXTY YEARS OF YACHTING
DOGS, PAST AND PRESENT
A ROWING ALMANAC
MONSTERS
PLAYERS AND THEIR PARTS
THE GREAT STAGE BEAUTIES
PLAYS THAT SHOCKED LONDON
and all the regular Sporting and Dramatic features.

PRESENTATION PLATE
Lord Glanely's colt "COLOMBO"



SPORTING AND DRAMATIC NEWS

MARCH 17 ISSUE—ON SALE NOW—TWO SHILLINGS

Harrods

Beautiful Furniture

Perfect craftsmanship and a rich artistry characterise all the unique and magnificent examples of Period Furniture in Harrods 3rd Floor Galleries—each piece an achievement of true beauty in Furniture. A typical example is this handsomely carved Adams reproduction Fan Bedstead of polished mahogany and cane. Designed with return ends and polished wood sides. The size is 3 ft. 6 ins. by 6 ft. 6 ins.

Price £59 10s.

Furniture Galleries 3rd Floor

HARRODS LTD (SLOane 1234) KNIGHTSBRIDGE SW1

Fine quality coloured Table Damask in attractive pastel shades of green or gold.

Table Cloth 2 × 3 yards and 12 Napkins to match.

Per set, 9½ Gns.

Coloured Irish Linen Damask Table Cloth in a large variety from **17/6** each.

Linen Table Napkins to match, from **20/-** per doz.

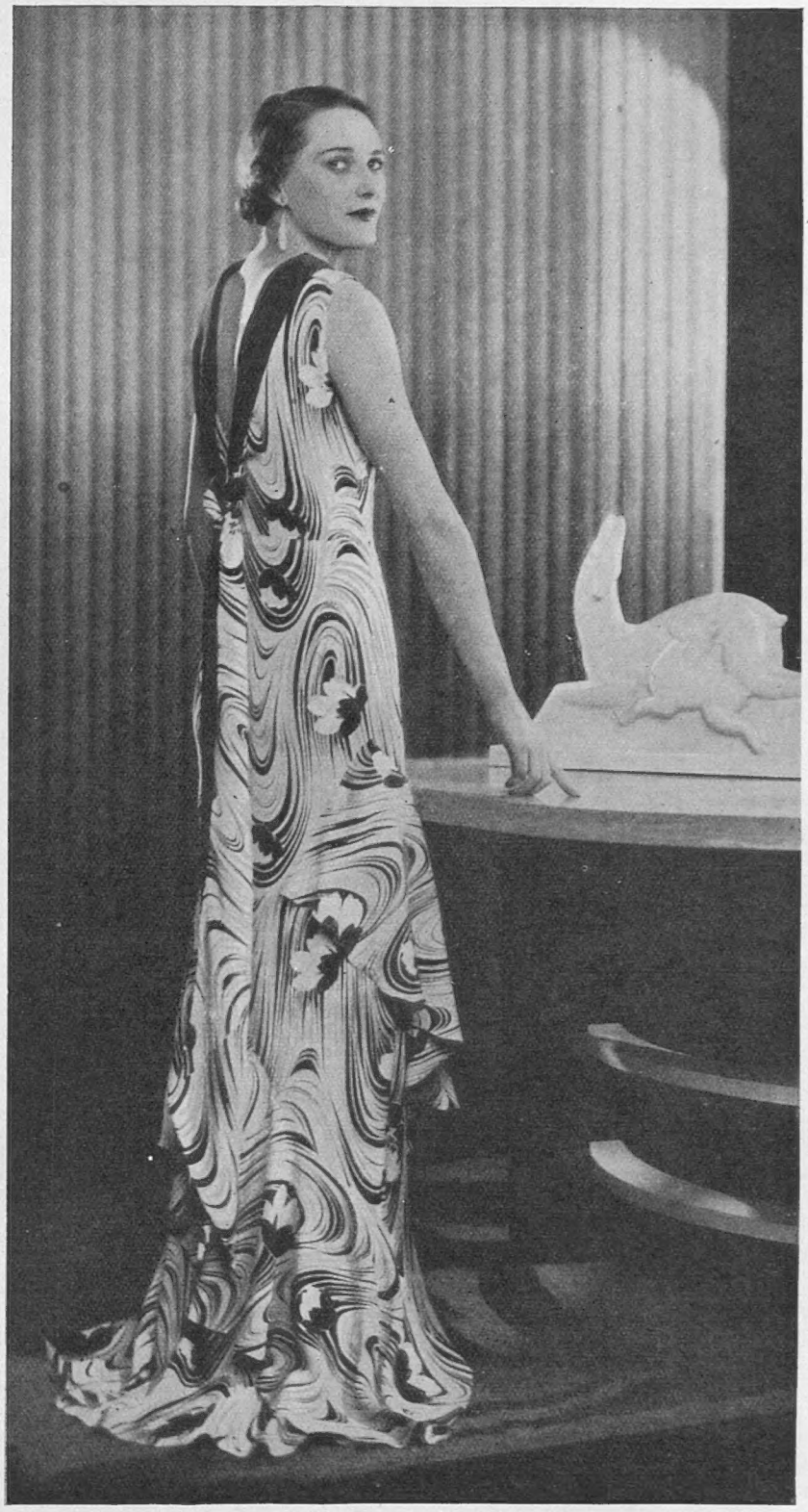
Modern TABLE DAMASK

Linen List sent post free.

ROBINSON & CLEAVER Ltd.

The Linen Hall

156-168, Regent Street, London, W.1.



"ROSITA."

Evening Gown in printed crêpe material. In black, navy or brown.

6 gns.

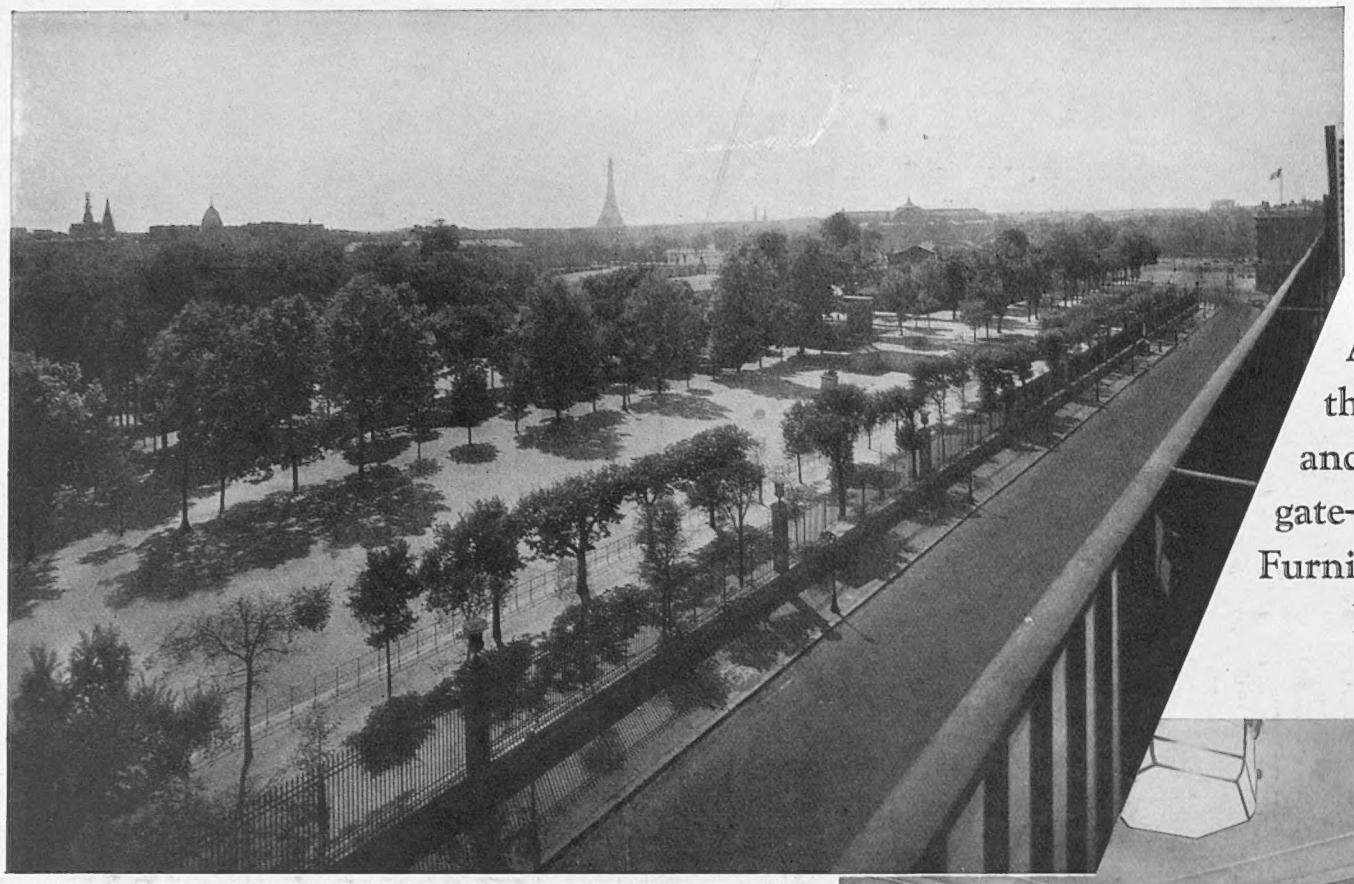
Gowns : Second Floor.

Swan & Edgar LTD

Piccadilly Circus, London, W.1. *'Phone : REGent 1616*

A FAMOUS HOTEL IN THE HEART OF PARIS

The Continental—An Hotel with Many Historic Associations where the Élite of Europe and America Congregate—Luxurious Rooms Furnished in Period and Modern Styles

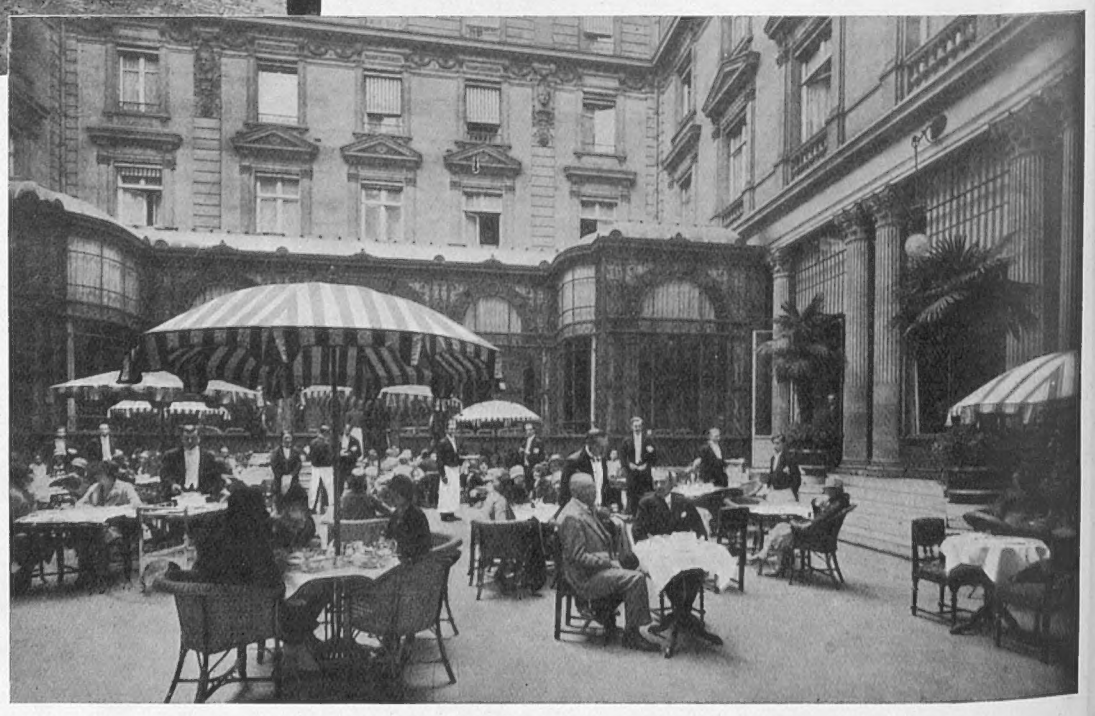


A VIEW FROM A BALCONY OF THE CONTINENTAL: This great hotel stands on the corner of the Rue de Rivoli and the Rue de Castiglione. Blondel, the distinguished architect, planned the Continental in 1875, and ever since its opening it has been patronized both by royalty and the great political leaders of Europe

Above—IN THE MODERN MANNER: An artistically furnished room at the Continental. Simplicity is the keynote, and the jarring angularities associated with some forms of modernism are entirely absent. It is easy to feel at home in such a room

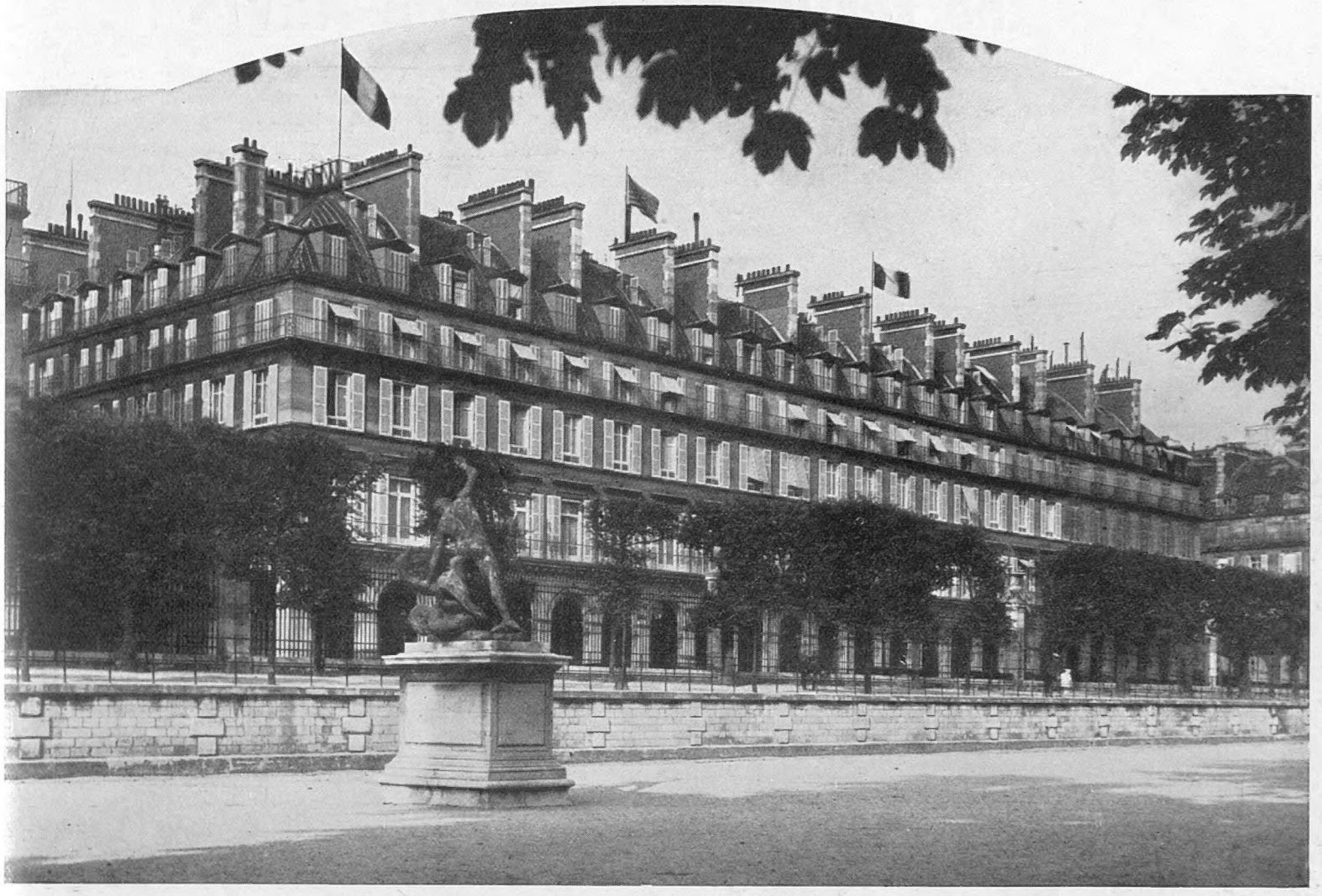
A SALON DE STYLE: This delightful period room is at present occupied by M. Doumergue, the French Premier

Below—THE COURT OF HONOUR: In spring and summer this is a fashionable meeting place of members of Parisian Society, who come here for afternoon tea



Many famous people have stayed at the Continental, and for a time the Empress Eugénie, wife of Napoleon III, made her home there. To-day this hotel, which is almost as well known to fashionable English people and Americans as it is to Parisians themselves, is as much as ever the resort of the élite. Long before the War it had a great international reputation for its comfort, the quality of its service, and the excellence of its kitchens and cellars. In the intervening years that reputation has been steadily maintained, and there are hundreds of regular visitors to Paris to-day who would never dream of staying anywhere but at the Continental

Facing the Tuileries Gardens



HOTEL CONTINENTAL

IN THE CENTRE of PARISIAN LIFE

Highest Standards

SERVICE : REFINEMENT : ELEGANCE

More than a Hostelry

An Attractive "Paris Home"

Managing Director : E. VELAINE.

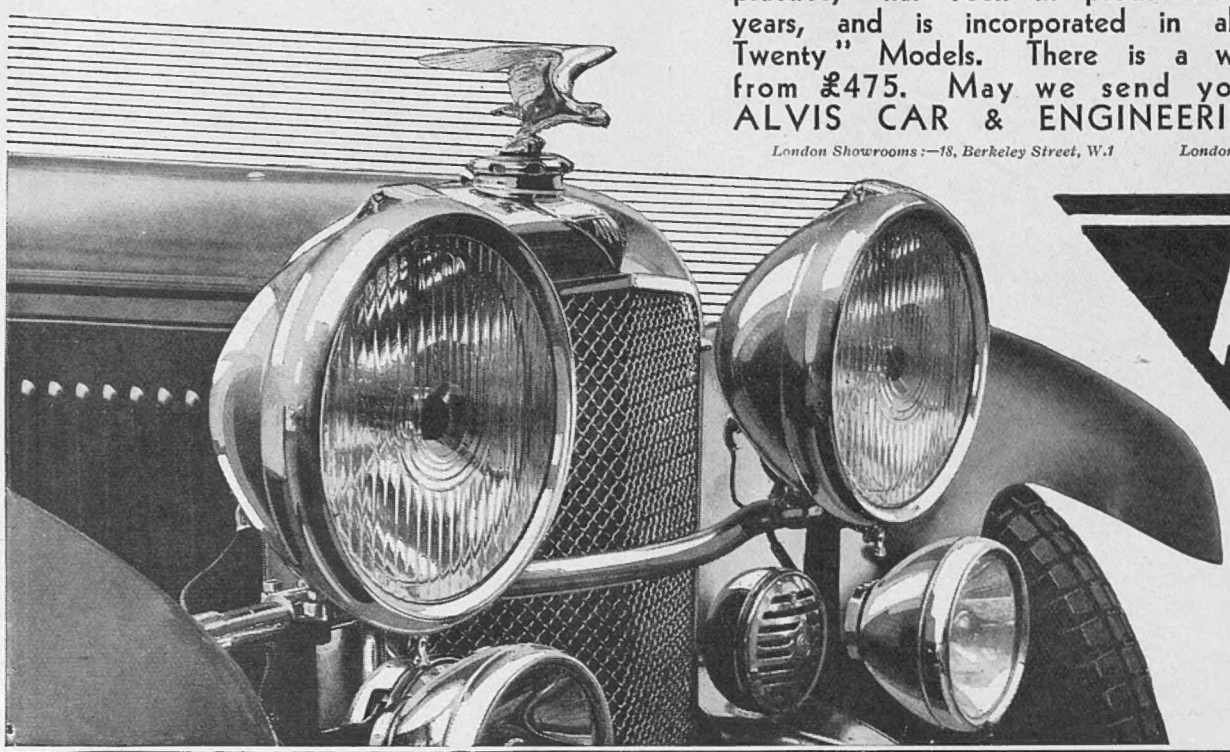
Same Management . . . . . GRAND HOTEL DU LION D'OR, Rheims.

ALVIVACITY –

the thrill of driving an ALVIS . . . .

is an unforgettable experience which brings relief from the commonplace. The joyous response to every mood, vivid acceleration without a tremor of vibration, speed in smoothness and silence, perfect suspension and ease of control . . . . these are exclusive ALVIS features best expressed by the word "ALVIVACITY." Independent front wheel springing and steering, "the latest advance in automobile practice," has been in production on ALVIS Cars for the past six years, and is incorporated in all "Crested Eagle" and "Speed Twenty" Models. There is a wide choice of 1934 ALVIS Cars from £475. May we send you fully illustrated particulars?
ALVIS CAR & ENGINEERING CO., LTD., COVENTRY

London Showrooms:—18, Berkeley Street, W.1 *London Service Station:—Jubilee Place, King's Road, Chelsea, S.W.3*



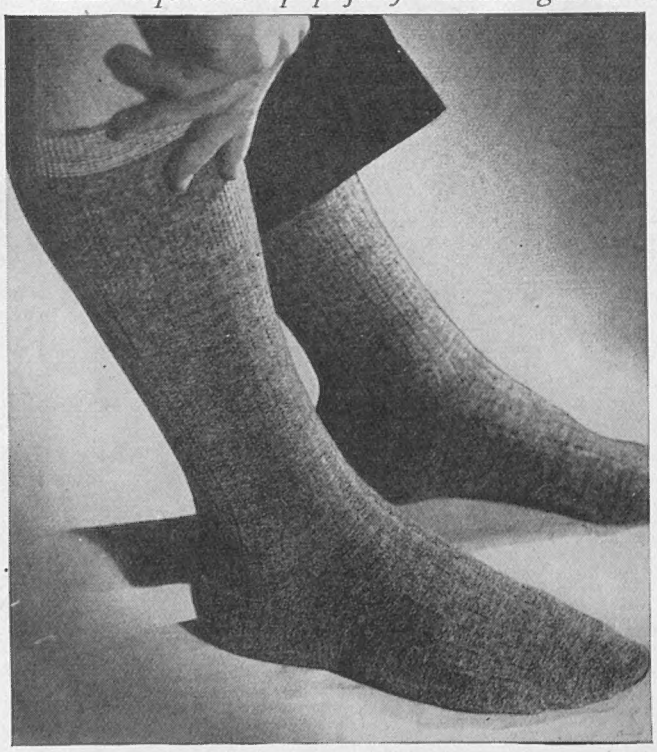
ALVIS

H.P.

Harrods New Socks

banish Suspenders!

Harrods latest contribution to masculine comfort. Knitted from "Tector" Pure Wool, these Socks have a supporting top-band of the famous Lastex Yarn, washable and imperishable, which *keeps them up perfectly* without garters or suspenders.



The comfort and freedom of these New Socks are almost unbelievable. Knitted in the six-three rib ensuring creaseless fit, they are available in Heather mixtures of Blue, Grey, Fawn or Brown. Also in Navy, Nigger, Black or White.

9½ to 12 ins.

4/6

6 pairs 26/-

THE MAN'S SHOP

Harrods Ltd **Harrods** *London SW1*

SPRING CRUISES IN THE
MEDITERRANEAN
BY S.S. ORONTES AND ORFORD
20,000 TONS

APRIL 7 to Constantinople, Athens, Sicily, Balearic Islands, etc. **24 Days from 43 guineas.**

MAY 5 (Whitsun Cruise) to Constantinople, Athens, Malta, Sicily, Spain, etc. **20 Days from 36 guineas.**

MAY 12 to the Dalmatian Coast, Venice, Malta, Sicily, etc. **20 Days from 36 guineas.**

MAY 26 to Balearic Islands, Corsica, Spain, Morocco and Italy. **16 Days from 25 guineas.**

11 other Cruises from June to September

SHIPS DESIGNED FOR SUNSHINE
WILLING AND ATTENTIVE SERVICE

ORIENT LINE CRUISES

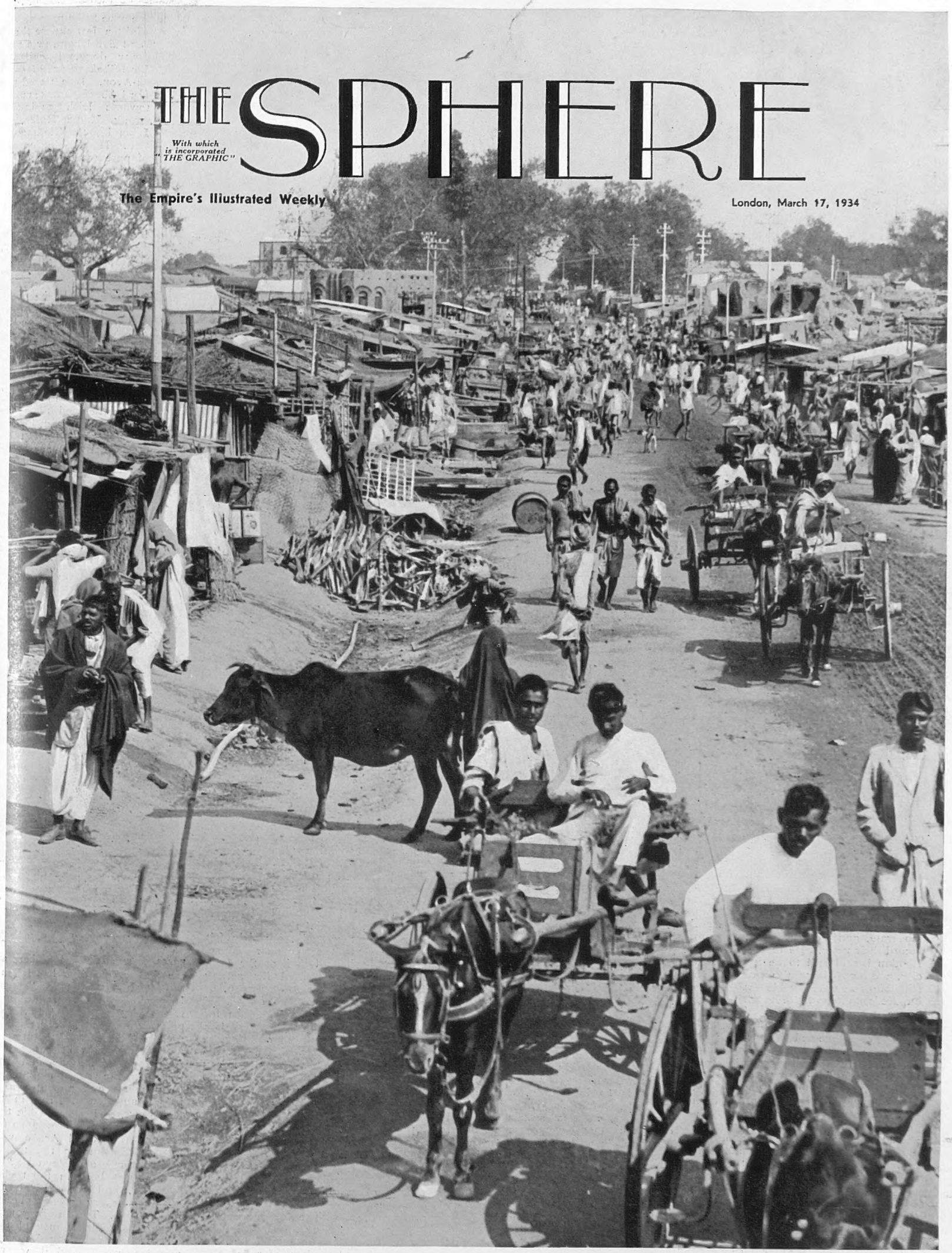
Managers: Anderson, Green & Co., Ltd., 5 Fenchurch Avenue, London, E.C.3
West End Offices: 14 Cockspur Street, S.W.1 and No. 1 Australia House, Strand, W.C.2

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, March 17, 1934



THE TIDE OF LIFE RETURNS

Temporary Huts Built by the Stricken Inhabitants of Monghyr, Northern Bihar

The great earthquake which shook Northern India in January almost completely destroyed twelve towns in Northern Bihar with populations varying between 10,000 and 60,000. The countryside was laid waste, railways and roads were distorted, and over 7,000 people are known to have perished. Indeed the extent of the damage is so great that the task of reconstruction must inevitably occupy several years and must involve an expenditure running into many millions of pounds. Even now, however, order is slowly beginning to emerge out of chaos and gradually the tide of life is returning. On the outskirts of Monghyr, where this picture was taken, hundreds of huts made of bamboo and grass have been erected by the roadside, and the people are already clearing the town of debris preparatory to starting rebuilding operations. A gallant army of relief workers is doing much to prevent immediate want, but, with the fertility of the soil impaired by the coarse material thrown up during the earthquake, it will be a long time before the inhabitants of Bihar are once again self-supporting

Postage—Inland, 1½d.; Canada and Newfoundland, 1½d.; Foreign, 2½d.

PUBLICITY PULLS: This sailor from Chatham is posing for Mr. C. R. Froome, the artist whose design for a Navy Week poster has been selected by the judges and approved by the Admiralty. Navy Week will be held simultaneously at Portsmouth, Chatham, and Plymouth, between August 4 and August 11

A LONDON NEWSLETTER

346, STRAND, W.C.,
Wednesday, March 14, 1934.

THE GOVERNMENT IT DESERVES.—People, it is often said, enjoy or suffer from the Government which they deserve. London, to-day, prepares to enjoy or to suffer from a Labour Local Government, and if Lord Jessel's experienced judgment is to be believed, Labour's success at the polls is largely due to the utter apathy of thousands of electors whose views are moderate, and who did not trouble to record their votes. Be that as it may, London is said still to be a very rich city, and for all its wealth a city which still affords unbelievable misery to hundreds of thousands of its inhabitants. There remains, it is said (and not denied), a hideous amount of long overdue clearance and reconstruction to be done, if a large proportion of the citizens of the world's proudest city are to exist in a higher state of comfort and decency than pigs. I don't (thank Heaven) now live in London, but I am proud of London and respect the intelligence and brightness of Londoners. I should hate to think that Londoners of moderate opinion are after all mere zanies and cretins, of a mentality so low, an initiative so palsied, that they stand scratching their heads and blowing bubbles while determined men kick them in the pants and rob their tills. I cannot believe it. Rather let us assume that this apathy is a splendid and dignified gesture by the Moderate voters. "Your case," they say, "is proved. Go in and clean up those Augean stables as they have long cried out to be cleaned, and God bless you. Any money you require, take it and willing, to the extent of my cash box." I hope I am right in my theory. But if not at least it may teach a lesson of the crime of apathy before the next Parliamentary General Election comes on.

MARCO AND GIUSEPPE.—The strength and weakness of the present Government (or form of government) were revealed incidentally in Mr. Baldwin's clear pronouncement last week in the Air Estimates debate. Forced into a firm declaration of Government policy, Mr. Baldwin said that the Government had not yet given up all hope of an Arms Convention arising out of the present negotiations, and that if that failed, it meant to try for an Air Convention: if in turn an equality failed to be attained by agreement, then the race for armaments would be merrily pursued until Britain becomes equal in air-strength with its neighbours in striking distance. Pressed once again later in the debate, Mr. Baldwin reiterated that he stood by what he said, and in effect that those who didn't like it could vote against the Government and be damned. It seemed to me that nothing could be more convincing and plain as an exposition of Government policy and of official clearheadedness and determination, if such a pronouncement be accepted as the view of the head of the Government backed by his Cabinet. Is it Marco speaking to Venice, or his brother king Giuseppe? What is so infuriating, what is so insidious, what is so sapping of confidence, is this system of dual control in our government machine. Mr. Baldwin spoke like a live premier. Some days one forgets that he is not premier, but holder of a "sinecure" office. There is Mr. MacDonald. Sometimes one, sometimes t'other, bobs up. They divide the plums of oratory and pronouncement. They also divide the responsibility. It is this last division which so damages government, and makes National Government so little attractive to the youth of Britain. God knows we don't want a dictator, but we do need a single individual at the head of our National Government in whom the major responsibility clearly vests.

A ROVING COMMISSION.—Members of the House seem to think that an increase in the cost of the administration by the official salary of Lord Privy Seal was cheap at the price of ensuring that the Foreign Secretary and other chiefs of departments should stay at home and look after the affairs of the country in Whitehall. And certainly, if one coolly assesses the benefits reaped and stored in the nation's granaries by the labours of our chief Ministers in foreign fields, the view is a reasonable one. There is none of any party or opinion who does not agree that Mr. Eden has all the qualities required of a British representative to foreign chancelleries and international conferences. While there is, rightly or wrongly, a widely felt opinion that the peculiar genius of Mr. MacDonald and of Sir John Simon is not well fitted for getting the best out of foreign statesmen, or rather that it is well fitted for getting the best out of foreign statesmen for their own nations. What we need is a man equipped by Nature for getting the best out of foreign statesmen—for the British Empire, and if Mr. Eden can do that, £2,050 per annum is a cheap price to pay for his services.

LORD ABERDEEN.—Lord Aberdeen was on the whole happy in his life as in the manner of his death. To have lived to be eighty-seven, deriving from life all that time the sweets which it offers to men blessed with the consciousness of public service well performed, and with an ideal companionship, and possessing an absorbing interest in their fellow men, and at last to die without the misery of a lingering illness—that is what the gods grant to the happy few. He had his sorrows, of course, none more intense than the loss of his youngest son, Archie Gordon, a youth of golden promise, beloved by all in Oxford and England in my youth. And there is no doubt that he was deeply hurt by the unfortunate end of his long service as Viceroy in Ireland. If any proof is needed that England and Scotland never can and never will comprehend the Irish mind, if any proof is needed that every man has his moments of insanity, Lord Aberdeen's choice of "Tara" as a second title with which to adorn his new step in the peerage gave those proofs. As well might a Jew choose the title of Lord Bethlehem, or a writer of funny doggerel call himself Lord Shakespeare of Stratford-on-Avon. It mattered not that Lord Aberdeen was sympathetic towards Irish aspirations, a strong Home Ruler, and a Liberal of the Gladstone tradition. His decision was an act of pure madness, since it was not due to malice. An example of the supreme blunder which enemies ascribe to insensibility or utter lack of tact, and well-wishers put down to temporary insanity. In his own county and in Scotland generally, as in Canada, Lord Aberdeen will be mourned as a sound and conscientious public servant, liberal in his views, democratic to a degree in advance of his age and rare in the station to which he was born, and as a private individual who was a good friend, a good mixer, and a jolly companion in all sorts of company young and old, high and humble, and all who knew him will extend their sympathy to Lady Aberdeen, his constant companion and right hand in all his activities and interests.

ALL TOGETHER AT THE FIRST FENCE: A striking running of the Palace Handicap Steeplechase at winner of this three-mile event was Mr. J. V. Rank's the totalisator paid out at odds

SICKERT, R.A.—At seventy-four years of age Richard Sickert achieves the distinction which has fallen in the thirties to not a few British painters. It was high time. It seems indeed strange that even now art critics should point out that Mr. Sickert is identified with a "modernist" painting far removed from that encouraged by the Academy. When he first began to exhibit in the year of my birth, 1885, I grant you the comment would have passed undisputed. But in the last fifty years, is it conceivable that contemporary art has moved so fast and far and the Royal Academy has remained so static in the traditions of Gainsborough and Reynolds? Sickert himself was born in the tradition of Whistler, and has shed an influence on almost every new school of thought in our time. The bright young (alas! now old or dead) men of the London Group acknowledged him as patron and inspiration, and if we collected his pictures from the galleries of Europe and the Empire, where they hold an honoured place, from London, Manchester, France, South Africa, whence you please, we should be forced to admit that while the pictures were obviously the work of one man, that man possessed a score of personalities. Every group, to the most modern of the modernists, from the post-impressionist to the most impressionist, from the last word to the first word, from the revolutionary to the reactionary, would claim him for their own with indisputable documentary proof. Sickert's honour

is paid—a tardy admission that the Academy has moved on since Reynolds' day—to half-a-century of experiment and endeavour in British art of every school and of every theory.

MINE, TOO.—Lady Rhondda last week broadcast her picture of an ideal Britain. Its materialization depends first and last on a triumph of the League of Nations over all its difficulties and in all its aims. It is therefore a long way away. For we cannot have an ideal Britain unless France, Germany, Italy, America, the little Entente, Japan, etc., will combine to present us with that priceless Koh-i-noor wedding present. But it is a pretty picture. This Britain is an important unit in a comity of nations from which all fear of war—political or economic—is for ever banished. A Britain in which every man Jack is assured of work, food, health, recreation, air, light, and comfort; not to say, security and the maximum of educational opportunity limited only by ability. A Britain from which all race, class, sex, and marriage barriers are removed and in which every man and woman shall have equal opportunity (which according to Lady Rhondda implies approximately equal wealth). That is Lady Rhondda's ideal Britain. Mine, too. But such a Britain can never be attained (*a*) by the junker policy of Mr. Churchill, (*b*) by the anti-national views of Mr. Wells, (*c*) by the splendid isolation notions of Mr. Quintin Hogg. But Lady Rhondda, though confessing herself at once a patriot, a nationalist, and by no means a pacifist, left herself all too little time to reconcile her principles with her theories or to develop her plan of campaign. How those principles justify her in condemning root and branch the policies of those who preceded her in the "Whither Britain?" symposium, or how they justify blind faith and patience in the ultimate triumph of the League, the B.B.C. guillotine prevented us from ever knowing.

action picture taken during the Hurst Park last week. The Sleepy Lad, an outsider on which of over 40-1

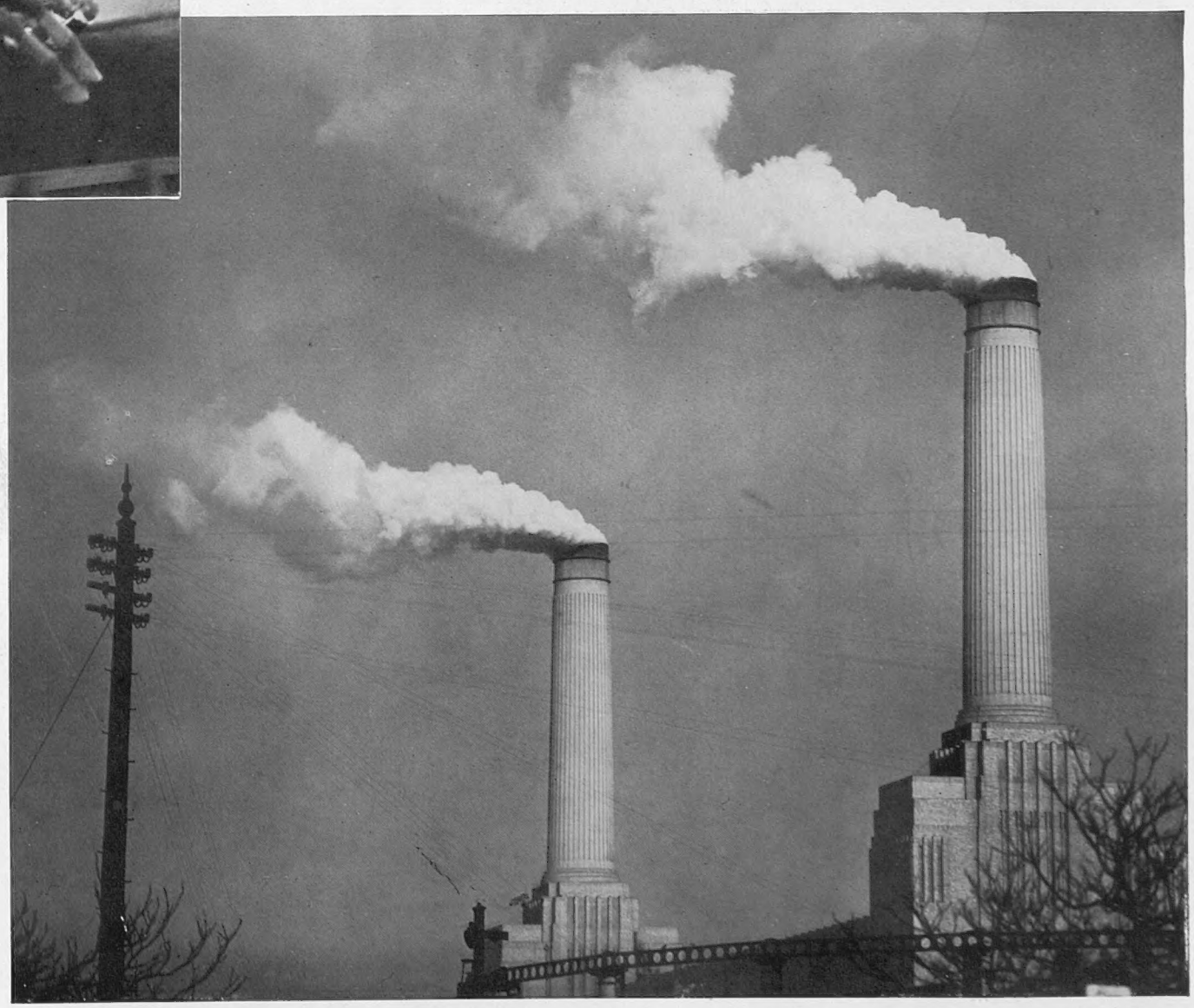
PITY THE POOR RICH.—Even the richest in the land are not spared worry and inconvenience. An income of a million pounds a year cannot compound the common fate of mortals. The B.B.C., the biggest purveyor of words in the country, cannot altogether control its output. All its millions cannot buy silence when silence is needed, nor ensure that words will flow when the tap is turned on. There was that naughty boy of Norwich who usurped the functions of the Great Corporation and gave a programme which compared so favourably with the official as to be indistinguishable from the real thing. Nothing could be more dangerous than to let the idea get abroad that a mere child can dish up and serve out an intellectual feast such as the *cordon bleu* chefs of the B.B.C. combine and confuse each other to produce. And then there was that other obstinate animal who was led to the fountain of (carefully doctored) inspiration and refused to do his part. Hired to disseminate a bright talk on the British character (as the B.B.C. conceives it) he walked away from the microphone after making an uncensored protest in which he was understood to say that he knew more about certain aspects of the British character than did the Great Monopolists themselves. That, again, can hardly be true, and even if it be true it is most undesirable that the idea should get abroad. This is *the* land of all others where freedom of speech is a national pride and glory, provided always that such speech has been carefully censored.

CROCKY'S.—It is not inappropriate that Crockford's Club should move to Lady Cowdray's old house in Carlton Gardens. Why? Because that famous club, long established at 50, St. James's Street, and built for the ex-fishmonger, in 1827, after his first success with Watier's, was a centre of fashion for many of the Whig noblemen whose traditions were deep rooted in Carlton House in Regency Days. Crockford's sprang to fame in the 1830's, when Lord Sefton's famous chef, Ude, had made its cuisine incomparable. Everything about the new house was magnificent. The decorations alone were said to have cost Crockford £100,000. He reaped the reward of his pluck, in spite of the fact that very few of his patrons paid their dinner bills, but what he lost on the bins he made up on the roundabouts, for he took a nice percentage on the wheel of fortune. Mr. Creevey, of course, is the first chronicler of Crockford doings. In February, 1833, he writes; "I walked to Crockford's . . . and having looked over Sefton and seen him win £1,200, I left him and his resort of virtue about ½ after three." And again, in September, 1834, he reports a gossip with Ude about those fashionable patrons whose unpaid dinner bills were growing as long as M. Ude's face. And now the wheel of fortune spins merrily as ever for a rather enlarged circle on the site of Carlton House, headquarters of the Regency bucks.

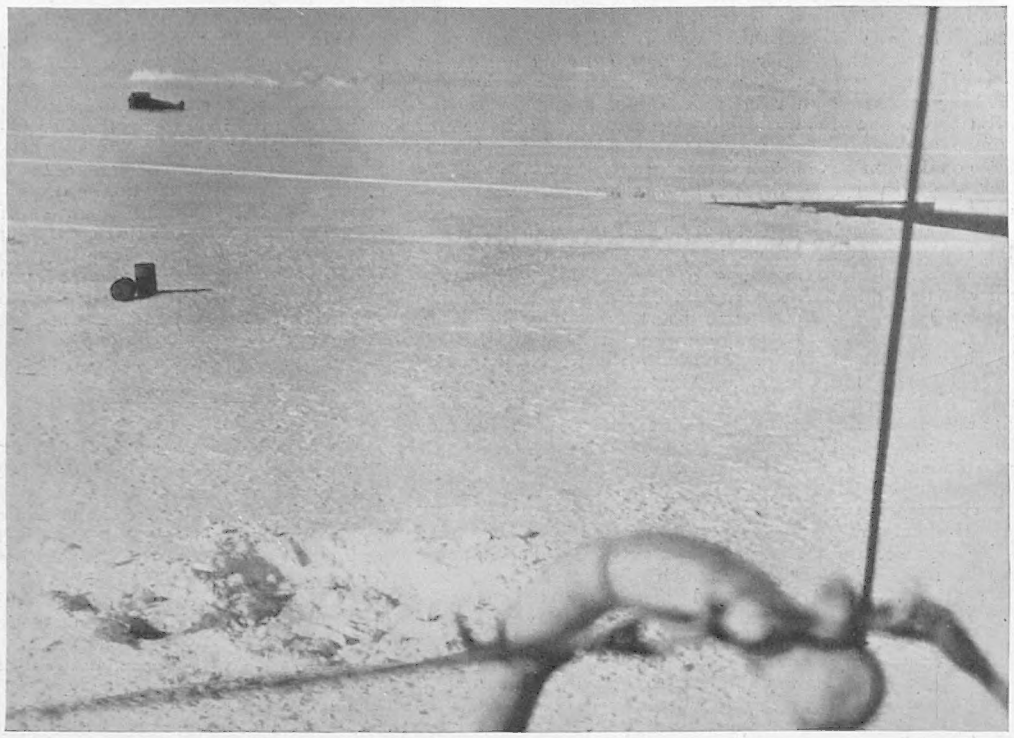
CYPRUS IN SPRING.—Perhaps the forthcoming Commission on the Antiquities of Cyprus will bring back a bunch of grapes for would-be tourists. I am told that the charms of Cyprus as a spring holiday retreat are too little known in England. If they were better known English visitors would flock to Cyprus, and that is precisely what Cyprus needs. Cyprus is perfectly capable of catering for the most fastidious and the most jaded appetites and for all tastes. In April and May its flowers rival those of Palestine, and that is saying a good deal. The birthplace of Aphrodite is naturally rich in antiquities of every race and age. Egyptian, Phœnician, Assyrian, superimposed on the foundations of Sargon II. There are Greek temples, Lusignan fortresses, Byzantine monasteries, Venetian fortifications. Kyrenia in the north is a spot of matchless beauty, overlooking the sea to the snow-clad Taurus mountains 40 miles away, and those who pitch their tent there find themselves in clover, for there is an excellently run, up-to-date hotel, where the food is very good, and you can live for about 9s. a day. I confess that my mouth waters for Cyprus. Was it not incidentally our first British colony? It is an island about 150 miles long and about 60 miles at its broadest, and lies (as I needn't say) in the Eastern Mediterranean. It is only necessary to mention the lovely names of its chief ports and towns, famous in romance and history, to set going the rush to Cyprus—Famagusta, Larnaca, Nicosia, Paphos, Kyrenia, Limassol. Cyprus indeed holds concentrated the history of the world's civilizations; it is the headquarters of mythological romance; it is the meeting point of East and West. It is Paradise in May, a Paradise for economical travellers and lovers of beauty and those in search of new experiences and ancient lore.

THE OLD STAGER

A DIAMOND JUBILEE.—During the sixty years since its first publication *The Sporting and Dramatic* has built up and maintained an enviable reputation, and to-day must be regarded as the leading illustrated journal in the world of sport and the theatre. This week's issue is a special Diamond Jubilee number. It has a front cover painted by Mr. A. J. Munnings, the noted Royal Academician, and a host of other coloured illustrations which vividly recall famous sporting figures and events of the past. There is a portrait of the great "W. G."; a contemporary print of Jem Mace, the last of the knuckle fighters and a world champion in the 'seventies; and an imaginative picture of Becher's Brook with a present-day jockey being given the lead over the jump by the ghosts of former Grand National winners. Racing enthusiasts will be particularly interested in Mr. E. Somerville Tattersall's article in which he selects what he considers to have been the best horses on the Turf during the past sixty years. Among the many features dealing with the stage are included scenes from plays which, in their day, shocked and amazed London, while the issue, of course, includes all the regular *Sporting and Dramatic* features. In addition, there is a large presentation plate of Lord Glanely's unbeaten champion, Colombo — the winter favourite for the Derby.

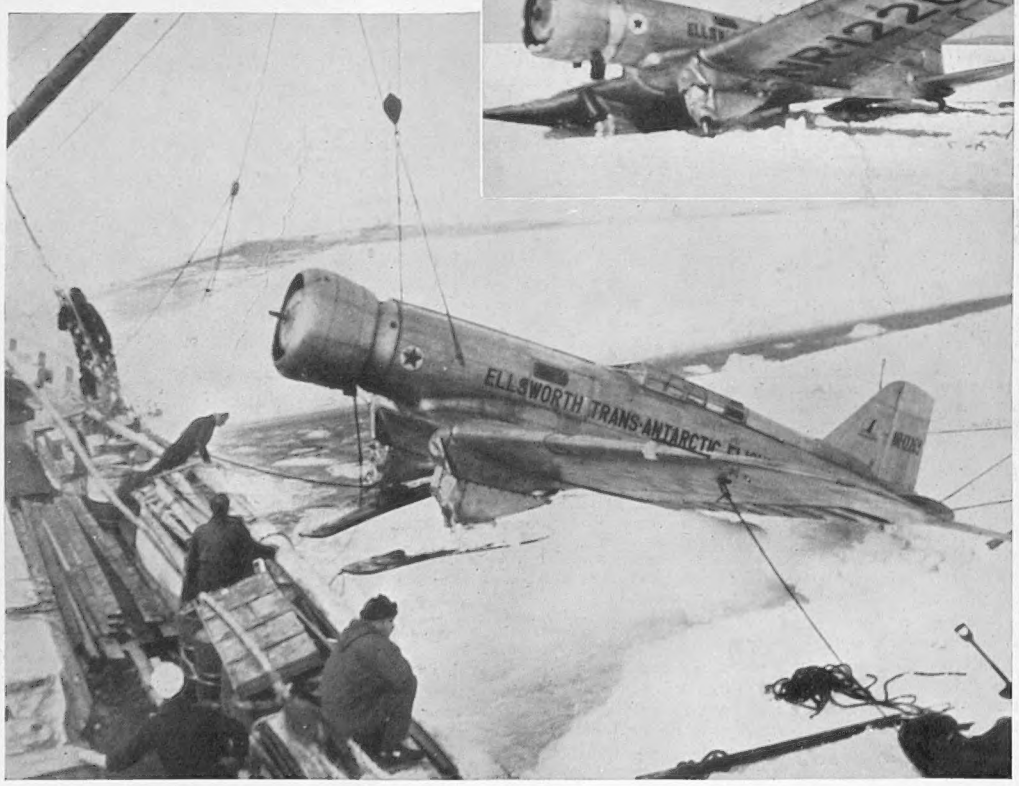


THE GIANT OF BATTERSEA AND ITS INNOCUOUS OUTPUT: The twin chimneys of the great power station emitting immense volumes of purified water-vapour. The waste gases from the building pass through a series of cleansing processes on their way to the chimneys so that there are no fumes capable of endangering the health of residents or the structure of buildings in the neighbourhood



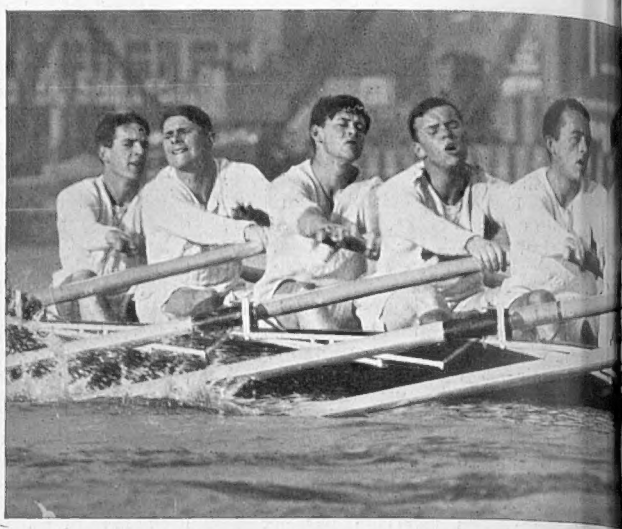
FIRST PICTURES FROM THE LINCOLN ELLSWORTH EXPEDITION which set out to fly across the Antarctic and which lost the use of its 'plane soon after arrival in the Bay of Whales. The 'plane is shown in the background resting on the ice in the bay, and in the middle distance can be seen the cracks which provided the first indication that the ice was about to break up

A VIEW OF THE BAY OF WHALES AFTER THE ICE HAD BROKEN and the Lincoln Ellsworth expedition's 'plane had been rescued from the floe on which it was marooned. *Right*—The damaged machine



SMASHED BY THE CRUMBLING ICE: The 'plane being hauled aboard the Lincoln Ellsworth supply ship, *Wyatt Earp*. It was impossible to effect repairs on the spot so the project of flying over the unknown region between the Weddell and Ross Seas had to be abandoned

HERE, THERE, A



THE CAMBRIDGE BOAT RACE CREW which will attempt to-day to carry (Uppingham and Pembroke) bow, C. K. Buckle (Eastbourne and (Eton and Third Trinity), D. J. Wilson (Melbourne, Australia, and Wilson (Shrewsbury and Pembroke), N. J. Bradley (Monkto

FIGHTING AGAINST ODDS: The Oxford crew which has been said taken the order of rowing was as follows—W. H. Migotti (Radle P. Hogg (Sherborne and New College), J. M. Couchman (She J. H. Lascelles (Christ's College, New Zealand, and Balliol and Trinity) stroke, C. G.

A TRAGEDY AVERTED: Maitre Raymond Hubert (right), the counsel ex-secretary, Romagnino (centre), who, last week, was rescued in an the River Seine at the Pont Solferino. His attempt to commit result of the severe strain he has undergone during the inquiry

ND EVERYWHERE

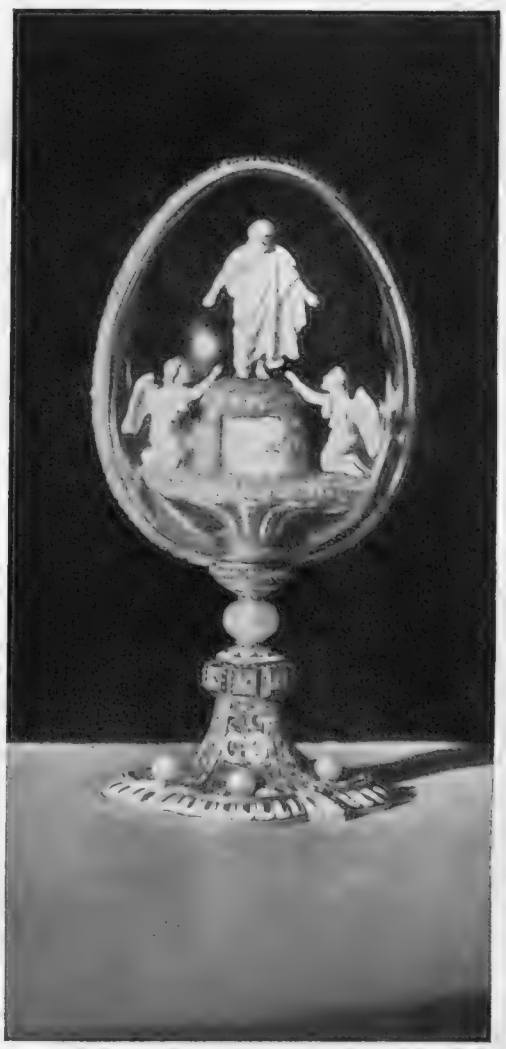
n the University's long series of successes. Left to right—A. D. Kingsford lagdalene), W. G. R. M. Laurie (Monkton Combe and Selwyn), K. M. Payne Clare), W. A. T. Sambell (Melbourne, Australia, and Pembroke), J. H. T. Combe and Pembroke) stroke, J. N. Duckworth (Lincoln and Jesus) cox

handicapped b repeated changes in personnel. When this picture was nd Worcester) bow, R. W. G. Holdsworth (Shrewsbury and Brasenose), orne and Christ Church), P. R. S. Bankes (Oundle and Christ Church), S. I. F. Thom on (Shrewsbury and Balliol), A. V. Sutcliffe (Shrewsbury Bryan (Eton and Worcester) cox

A DAY OF REJOICING: After the enthronement of Pu Yi as Emperor of Manchukuo, a great procession marched through the city of Hsinking headed by Russian police and Japanese gendarmes. Pu Yi was formerly Emperor of China, and during the past two years has been Chief Executive of Manchukuo

THE ALTAR OF HEAVEN AT HSINKING where Pu Yi went at dawn on March 1 to take part in the religious ceremonies which preceded his enthronement. While the new emperor was engaged in prayer a snow-white bull was offered in sacrifice

ho is defending Stavisky's
conscious condition from
cide was probably the
o the Stavisky scandals



A ROCK CRYSTAL RELIQUARY DESIGNED BY CARL FABERGÉ, the famous Russian Court jeweller. It was put up for auction at Christie's this week and is notable for its magnificent enamel group of the Resurrection

CHEERING SCHOOL-CHILDREN ACCLAIMING THEIR NEW EMPEROR IN THE STREETS OF HSINKING: A typical scene in the procession through the capital on the day of the enthronement. The procession was so long that it took two hours to pass a given spot. During the evening fireworks were discharged in all parts of the city

THE ARCHBISHOP OF YORK says: Restore the cuts in the allowances for the unemployed before reducing income-tax

THE BISHOP OF GLOUCESTER says: Reduce income-tax and create employment by relieving the employers' burden

MR. NEVILLE CHAMBERLAIN says: People of influence who rush into print should weigh their words carefully

A few days ago the Archbishop of York wrote a letter to *The Times* in which he appealed to the Chancellor of the Exchequer to restore the cuts in the allowances of the unemployed, if there were a Budget surplus available, rather than to reduce taxation. The Bishop of Gloucester immediately replied to this and expressed his unqualified dissent regarding the proposal. "It seems to me," he wrote, "to be the first duty of the Government to do all in their power to reduce the number of the unemployed. It is recognised that one of the most fruitful causes of unemployment is excessive taxation, and in particular a high income-tax. I am convinced that nothing would ease the situation more at the present time than a substantial reduction of income-tax, for it is very largely a tax on industry. We are none of us concerned with the discomforts of those, whether ourselves or others, who are reputed wealthy. But the experience of history tells us that it is always the poorer classes who suffer most from excessive taxation. If a man is compelled to dismiss a certain number of his workmen it may diminish his profits or comfort, but it ruins the men dismissed." A few days later Mr. Neville Chamberlain made his reply to the Archbishop in a speech at a Conservative banquet in Birmingham. "When people take a hand," he said, "whose influence, in consequence of their position, is likely to be widespread, then I think they ought to weigh their words carefully if they desire to rush into print. The other day I saw a letter in the newspapers from the Archbishop of York. In it he expressed his strong sense of the suffering and hardship which were being endured by members of the unemployed, and if he had stopped there he would have had everybody with him. But the Archbishop did not stop there. He went on to express his views on the particular way in which the Budget surplus should be employed in order to help the unemployed, and he concluded by inviting everybody who agreed with him to write to their respective Member of Parliament to say so. When I read the letter I thought it was a pity that the Archbishop should suggest, as it seems to me he did by implication, that Members of Parliament require to be reminded of humanitarian feelings which otherwise would not occur to them."

THE COMING BUDGET

Mr. Chamberlain's Surplus—What Will He Do With It?

A budget, according to its old meaning, is a wallet, or a little sack and its contents, being derived from the French word "bougette," a bag or pouch. Even to-day we speak of a budget of news, and a few centuries ago the word was in fairly general use. Johnson, for instance, Boswell records, carried his budget himself from Billingsgate to Cornhill, while in a reference to his Excise Bill Sir Robert Walpole was compared to a mountebank opening his wallet of quack medicines and conjuring tricks. One of the earliest of British encyclopædias defines a budget as "more commonly used to express any compact collection of things," a miscellany being a budget of inventions. Even to-day, in some parts of England, country folk speak of "mumbudgetting" when they mean discussing the news of their family.

It is because of this almost extinct meaning that the Chancellor of the Exchequer is invariably said to "open" his budget when he reveals his financial proposals for the year to an expectant House of Commons and an equally interested country, anxiously awaiting the news of new taxation and—even more important—of reduced taxation.

Nowadays the Chancellor's budget has become a despatch box in which are hidden the mysteries of his intricate scheme for raising the funds necessary to pay for the needs of the nation, and which, on the fateful afternoon devoted to the purpose, he himself carries from Downing Street to the table in front of his seat on the Ministerial Bench. Then, when the actual moment arrives for him to deliver his speech and survey the country's economic and financial position, the box is unlocked and so the Chancellor "opens" his Budget.

Mr. Neville Chamberlain, the son of a statesman who played a leading rôle in British politics for many years but who was never at the Treasury, will "open" his third Budget almost immediately following the resumption of Parliament after the short Easter recess. He will be in the happy position for the first time in his own case of explaining what he proposes to do with a surplus, a phrase which has been too long absent from British financial statements, and it is now practically certain that he will be able to announce some remission of taxation.

Even if he should decide that a reduction in the standard rate of income-tax—at present at the record peak of 5s. in the £—is too risky a step to take, it is expected that he will find it possible to alleviate the position by restoring some of the reliefs which were taken away owing to the economic situation three years ago.

Thus, Mr. Chamberlain's third Budget may receive the distinction of a nickname, such as the "Recovery Budget," and rank in that respect with those financial statements of the past which earned that honour. The most famous of these was the "People's Budget" of 1909, the name given to Mr. Lloyd George's historic, though greatly abused, proposals which were rejected by the House of Lords and led to the passing—under the threat of a wholesale creation of Peers—of the Parliament Act, which appreciably restricted the powers of the Upper Chamber.

Mr. Lloyd George, one of the several former Chancellors of the Exchequer who will probably listen to this year's Budget, spoke for nearly four-and-a-half hours on that occasion and actually occupied the House for about five hours, as the magnitude of his task affected his voice and on the suggestion of his opponent, the then Mr. Balfour, the House adjourned for half-an-hour to enable him to recover.

But even this speech was not the longest Budget oration, for Mr. Gladstone, in introducing one of his first Budgets, spoke for nearly five hours, and his effort was described by no less an authority than Lord Morley as "one of the great Parliamentary performances of the century." In those days, eighty years ago, political oratory stood upon a higher level than in these days of speed, and the big speeches were almost invariably of great length. The demand for a time limit had not then been heard.

In recent Budget speeches, however, one element which was seldom found in those of the spacious days of Victoria has been prominent—the human note. There was a striking instance of this in the first Budget introduced by a Labour Chancellor ten years ago. Lord Snowden was referring to the intimations which appear from time to time announcing the receipt of sums of "conscience money," varying from a few shillings to four-figure amounts.

Recently, he remarked, the Treasury had received a letter from a poor widow enclosing 1s. 9d. She explained that during the War, when milk was very difficult to obtain, she stole a tin of condensed milk from an Army canteen. The matter had lain on her conscience ever since, she said. She had struggled hard to save the money, and at last she had succeeded. "I think we might say of that," remarked the Chancellor, "in the words of a great English writer, that the Recording Angel, in registering that woman's crime, would drop a tear on the page and blot it out for ever."

Another letter which he quoted was rather different. It read: "Dear Sir,—I once defrauded you of £5. Remorse gnaws my conscience. I am sending you 5s. When remorse gnaws again I will send you some more."

Incidentally, it is believed that the largest instalment of "conscience money" on record was £5,000, which was sent to Mr. McKenna during the War. Once two bars of gold were forwarded to the Treasury and duly acknowledged, and there have been fairly recent cases of £720, £500, £1,016, and £959, the two latter sums "on account of income-tax and excess profits duty."

There are seven former Chancellors of the Exchequer still living. Here are their names and some of the features of their Budgets: Sir Austen Chamberlain, the present Chancellor's half-brother, whose first Budget was "opened" thirty years ago, and who took up the office again after an interval of fifteen years after the War.

Mr. Lloyd George, who was responsible for eight Budgets, including two in the session which followed the outbreak of war; Mr. McKenna, the only former Chancellor who has entirely deserted politics and has become one of the leading financial authorities in the country; Sir Robert Horne, who has not held Ministerial office for some years.

Mr. Baldwin, who stepped from the Chancellorship to the office of Prime Minister in succession to Mr. Bonar Law; Lord Snowden, the only Labour Chancellor, and, strangely enough, the only living ex-Chancellor now in the House of Lords; Mr. Churchill, who introduced five successive Budgets, each of them distinctive though not always successful, for example, his Bets Tax, which he himself had to abandon a few years later.

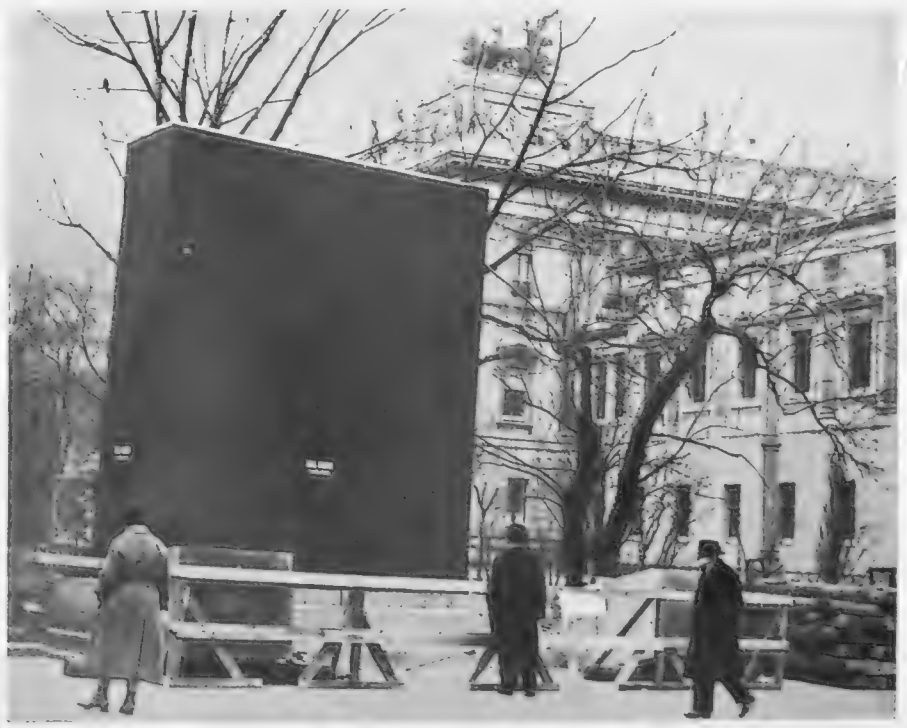
H. Carr

MID-LENT FESTIVITIES IN FRANCE

And Other Matters of European Interest

THE QUEEN OF THE BEAUTY QUEENS AND HER ATTENDANTS, who paraded through Paris during last week's mid-Lent festivities. On this day fasting is temporarily suspended

RUSSIA'S NEW NATIONAL HERO: M. Dimitroff, of Reichstag-fire-trial fame, is now a Soviet citizen. He had a great reception in Moscow when he arrived there after his belated release from the Berlin gaol where he was incarcerated, and a few days ago broadcast his experiences from the Moscow Radio Station



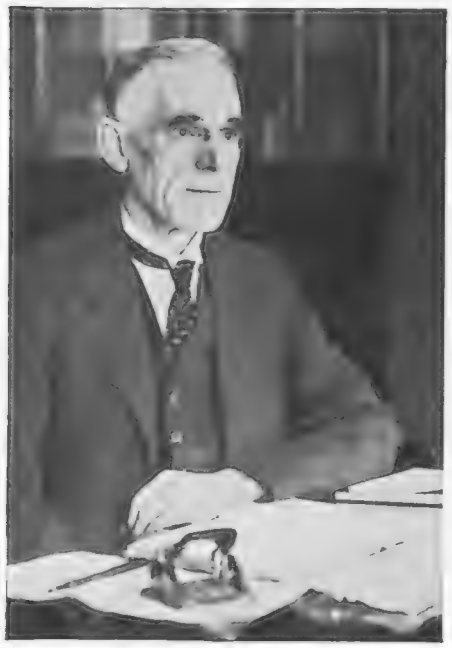
BLOTTING OUT THE PAST: The memorial in front of the Austrian Houses of Parliament, which includes busts of three famous Social Democrats, is being demolished, and during the progress of the work the structure has been veiled from sight by boarding. One of the men commemorated here was Dr. Victor Adler, the leader of the Austrian Socialist party which he largely founded and organized. He died on November 11, 1918, soon after becoming Foreign Secretary in the Republican Government

DR. KARL SEITZ, the Socialist leader who, before the recent disturbances in Austria, was Mayor of Vienna. This picture was taken in his cell in the Central Prison, Vienna, where several prominent Socialists are awaiting trial on charges of high treason

IN ENGLAND AND THE FREE STATE

LORD FORTESCUE'S DEVONSHIRE HOME PARTIALLY DESTROYED BY FIRE: An aerial view of Castle Hill, North Devon. The only occupants of the house at the time of the outbreak were servants, one of whom died after being rescued from the flames. The elderly housekeeper, who also perished, showed great bravery

THE NEW IRISH FREE STATE VOLUNTEER FORCE: Recruits receiving their uniforms at Portobello Barracks, Dublin. It has been suggested that the real object of this new force is to absorb the Irish Republican Army. Opposition deputies in the Dail are strongly opposed to it



LONDON'S NEW RULERS MEET: On Monday the Labour Party held a meeting at the County Hall under the presidency of Mr. Herbert Morrison and resolved that the new Chairman of the Council should be Lord Snell *(left)* who, as Mr. Harry Snell, was at one time M.P. for East Woolwich. In 1931 he was Parliamentary Under-Secretary of State for India. *Right*—Mr. Morrison and his colleagues outside the County Hall

SKIRTS AT SIXPENCE EACH: One of the cheap skirts which Japanese manufacturers are now introducing into this country. A British-made article of the same quality would cost several shillings

FATHER E. FARRELL, who organized the pilgrimage of 2,000 Irish Catholics to Rome, going aboard the Cunard Liner *Lancastria* prior to the party's departure from Dublin last week. Ex-President Cosgrave accompanied the pilgrims

A VISION OF THE FUTURE: This mechanical man astonished people in Ealing last week when it was seen strolling along the Broadway. It was being controlled by Miss Sophie Ross who has recently brought it to England from America

KASHMIR : The JEWEL of INDIA

Who has not heard of the vale of Cashmere,
With its Roses the Brightest that Earth ever gave;
Its Temples and Grottos and fountains as clear
As the love-lighted eyes that hang over their wave?

When Thomas Moore, the Irish poet, wrote *Lallah Rookh*, he in no wise over-estimated the charms of Kashmir, the State which has for so long been the principal holiday resort of those stationed in India. This delightful scene was taken last month after a light fall of snow. It is regrettable that such a pleasant land should be so disturbed by political and religious agitation. Recent reports from the State have been highly disquieting

FOUND IN THE PRECINCTS OF A RUINED TEMPLE: The elongated ear lobe on this figure of the Buddha is an indication that this statue belongs to a decadent period. Such a feature is invariably absent in the sculptures made in an earlier age when the art was at its purest

BUDDHISTIC HEADS

Discovered in the Temple Grounds at Ayuthia, the Old Capital of Siam

A GROUP OF BUDDHA HEADS FROM AYUTHIA In which a strong local influence is revealed in the formation of the noses. These are longer and higher bridged than those found in traditional Indian or present-day Mongol-influenced figures of the Master

BUDDHISM in SIAM

A Religion of the Civilized

Ayuthia—a word synonymous with Oudh, in India, and meaning "ancient"—was for more than four centuries the capital of Siam. It lies adjacent to the present capital, Bangkok, and, with its innumerable ruins of palaces, pagodas, churches, and fortifications is historically the most interesting place in the country. Ayuthia was twice destroyed by the Burmese, once in 1555 and again in 1767, when it ceased to be the capital.

Buddhism penetrated to these parts shortly after the era of the great Buddhist Emperor and proselytizer Asoka, who, in 250 B.C., reigned over the whole of what was at that time civilized India and in whose reign the religion of the "Middle Way" reached, with difficulty, lands beyond the Himalaya and so, by long and arduous routes, in the end to China and Japan.

The sea route eastward from the Bengal ports—even in the compulsorily coastwise traffic of sailors whose knowledge of navigation never allowed them to go out of sight of land—was easy compared with the rigours of Himalayan travel, and Buddhism spread quickly to Siam, as well as to Java, where the great "stupa" of Borabudur is still one of the sights of the East.

A farther penetration eastward produced the monumental Buddhist temples of Angkor Vat in Cambodia, the ruins of which to-day throw the only light we have on the obscure Khmer civilization.

The overland route from India to Siam through the dense jungles of Assam and Upper Burma, was then, as it is to-day, impassable. Hence the reason why Buddhism, following the old sea trade route from India to China, reached Siam before it reached the nearer land of Burma.

In a land where the jungle grows while you watch it, where it encroaches on any habitable open space so rapidly that it has periodically to be cut back; where, moreover, the "merit" to be acquired by religious good works consists in *building* a temple and not in *keeping it in repair*, it is to be expected that uncountable buried and jungle-swamped holy ruins should exist; and the outlines of entire cities are still to be traced in many parts of the dense green tangle which stretches from the foot of the Himalaya to the Java seas.

Buddhism, though nowadays in a somewhat debased form, survives in these vast areas. It is, as it was in its dim beginnings, the religion of the civilized, of the upper classes—a "gentleman's religion."

The lower in the social scale one searches, the more the pure and ancient Faith is found overlaid with superstition—with the spirits of jungle, earth, fire, and water; with the hidden demon who lurks in the shadow of dark branches overhead, to drop with deadly effect on the head of the sleeper below.

O O

Left—A GILDED BUDDHA FOUND AT AYUTHIA: The tall headgear indicates that the figure was made during a period of decadence—probably in the fourteenth or fifteenth centuries A.D. The unsightly markings are fungoid growths on the moss which, in a saturated atmosphere, invariably invade stonework

EVENTS | *Chancellor Hitler Honours Richard Wagner: The Heir to the Egyptian Throne Meets the British High Commissioner: President Hindenburg Sees His New Portrait* | ABROAD

A NATIONAL MEMORIAL TO A FAMOUS COMPOSER: Chancellor Hitler at the ceremony in the Palmengarten, Leipzig, where he laid the foundation stone of the memorial to Richard Wagner, who was born in the city on May 22, 1813. The memorial was begun in 1913, but the work was abandoned during the War. A short while ago the plan was revived, and a monument designed by Professor Emil Hipp of Stuttgart will probably be completed and placed in position by 1936. On the Chancellor's right in this picture are Frau Winifred Wagner, daughter-in-law of the composer, and Herr von Papen

THE CROWN PRINCE FAROUK OF EGYPT and Sir Miles Lampson, the High Commissioner, watching a recent Royal Air Force display at Heliopolis Aerodrome, near Cairo. Sir Miles was, from 1926 to 1933, British Minister to China, and this was his first official meeting with the young Crown Prince

SEEING HIMSELF AS ANOTHER SEES HIM: A few days ago Field-Marshal President von Hindenburg visited Professor von Vogel's studio in Berlin and inspected the new portrait of himself

THIS KING BUSINESS

Will France Become a Monarchy?

By FERDINAND TUOHY

IN PARIS TO-DAY: A street scene typifying the present unrest and dissatisfaction

Anatole France used to say of Léon Daudet, "He's worth glancing at every six months to see if he's discovered any fresh terms of abuse." Monsieur Bergery would have had to look more frequently these days. If there's one man in France who can say "I told you so" with regard to the present severe moral travail of the Republic, 'tis the Royalist leader—and how he is saying it, day and night, from the stage of the *Ambassadeurs* and in the columns of the *Action Française!* People who don't want kings back at all are listening. Because so much of it is so patently true, being borne out by the facts. From comic wilderness, Daudet has become a national star. Recently, in the provinces, I have seen avalanches of his paper descend from the clouds ahead of all others and be snatched from its vendors. How the man manages to keep alive these days of occult executions is something of a wonder, considering it is invariably the police and the Sûreté that he goes out after most viciously.

> Here's a list of those whom the Republic, by the hand of the Sûreté-Générale, has assassinated. There's Plateau, the hero of Fort Fontenoy, whom Lannes, the brother-in-law of Poincaré, the dwarf, had killed through his informer Flaoutter, who put the pistol in the hand of the prostitute la Berton. There's Philippe Daudet, whom Lannes (etc.) had killed by organizing an ambush in his cut-throat dive to which Inspector Colombo was brought to do the execution. There's Berger, whom the Sûreté had killed. There's Jean Guirand, whom the bandit Cazet, disguised as a gendarme, killed amid applause. And now the inquiry into the murder of Albert Prince makes no headway because the Sûreté contains in its bosom the assassins.

Time was when this sort of thing (unthinkable as it may be elsewhere) meant nothing; just the daily Daudet frothing. But that can be said no longer. Nothing worse can happen to a modern State than that its judiciary and police should go foul. Corrupt politicians and Press, bad enough in all conscience, take second place. All four have been shown up lately in Paris, as Daudet always bawled they should be. Yet such rightness on the Royalist leader's part would not of itself have focused the light so brightly upon him as the most popular figure among an estimated 20 per cent. of the population even as ex-Police Chief Chiappe from Corsica, alias "le Petit Chiapporal," is the most hated by a far larger percentage. If Daudet be claiming more attention now than ever he has done, why look farther for the reason than the really grave position into which every thinking Frenchman knows his country to be relentlessly drifting? The régime is in the scales. Can a team of old men, who've failed so often collectively in the past, come up to the scratch in this thrusting new Europe in full transformation? Just as one after the other—Russia, Italy, Spain, Germany, Austria—monopolized the spotlight, may it not now be the turn of France to stage a show-down, to challenge "the works" generally? Many believe so, and I can vouch for heavy Parisian calm, as of native instinct, that things are due to happen. Elderlies tell me that MacMahon Boulanger, Dreyfus were passing squalls, severe, but squalls, compared with the swaying ground swell now. That is why Daudet matters: he has been right in grave things, and he is spell-binding, even catching something of the popular ear, at a time when change is certain and, as certainly, away from Palais Bourbon irresponsibility, parochialism, and corruption in the direction of authority, continuity, and an attempted return to some form of dignity and decency. A king, you say? Well, maybe not quite so easily said as that. . . .

M. LÉON DAUDET, the Royalist leader who is pouring out columns of abuse in his paper, *Action Française*, against the present Government of France. He has a tremendous following

M. RÉAL DEL SARTE, sculptor and Royalist. He was the founder of the Camelots du Roi, is adored by the people, but would make a poor leader

THE DUKE OF GUISE rubbing the lips of his infant grandson with Jurançon wine during the christening ceremony in Belgium last year. The Duke is the principal claimant to the French throne

One principally hears: "Frenchmen are fundamentally republican." No doubt. But I look at the Europe around France to-day, I look at France herself, and I prefer to bar nothing. Not old history of itself justifies me. A Gunner subaltern becomes an Emperor. Louis-Philippe, no Gary Cooper or Clark Gable in the way of appeal, sets the multitude aflame in his anointing. The prisoner of Ham becomes Prince-President and Emperor. If these be no longer such days for the purple, a lot must depend on who are behind the king-making in France to-day. In one respect the position has never been so favourable. The Duc de Guise, in his Manoir d'Anjou near Brussels, has set a family style rather rare with Bourbons and he has two direct male heirs living, the first of whom, the Comte de Paris, is nothing else but an ardent young French "sportman" and aviator. When the Petit-Dauphin was born last year, Royalist youths managed to toll the great bell of Notre-Dame which had not been heard since Foch's death. The Line is all ready; the Line that leads back to glorious Henri IV and Hugues Capet, back through "the forty kings who in a thousand years made France." That some of them also contrived somewhat to unmake France, that the Bourbons were not all beer and skittles, is being kept in mind.

Yet there is small doubt but that monarchy, after fifteen years of the doldrums or worse, shows signs of returning to fashion as a political theory. Controlled as we are by tradition, it is useful that the head of the State embody the national tradition in his person while his situation elevates him above factions, enabling him to keep rivalries within limits. Moreover, a king is adjustable, as institution, to whatever the people may currently lean to, or the circumstances ordain, be it the parliamentary or dictatorial conception. Nor is it deniable that nineteenth century swearing by Demos has been superseded by the hierarchical tendency. If the corporative State be on the way, what better umpire, head, than a monarch? Anyway, the French Royalists have got it all pat and are working with renewed verve and faith. They'll tell you of gross distortion. France, under kings, not only lived down defeat, but led the world in art and *goût*. Had Louis XV lived longer there'd have been no Revolution; he was just reforming Government. And look with what tact Louis XVIII blended the old régime with post-Waterloo France! And Charles X—was he not confronted by something totally new in the shape of modern newspaper criticism?

You will hear all this, and more, at 1, rue Boccador, sumptuous new *Action Française* H.Q. overlooking the Avenue Montaigne. While waiting, I was also able to take a rapid course in what Anatole used periodically to look for, though I cannot put it all down, Daudet's latest leading-article labelling. This personage is "a libidinous brute." A recent Foreign Minister always has "Arlette" (Stavisky's lady) hyphened into his name. The present Police Prefect is, regularly, "a murderer." Others are merely "aspirant-assassins." Here is a famous politician called "a Don Juan du Lavabo." M. Daladier is "a bloody Triple-patte." The present occupant of the Quai d'Orsay is unchangingly "Barthou-chien." And then there's Bela Blum, "the worst kind of Jew." The late chief of the Sûreté is just "an ass." The Minister of the Interior is "Albert Salaud." Most people in sight appear to be "dripping with blood" or else have the new adjective, "Staviskian," fitted on to them. And I only looked back for a week in the file. If ever Jean III should slip back to power he will do so over the most extraordinary flow of libel for a long while.

Royalist H.Q. in its new incarnation suggests a "Brown House" atmosphere minus the uniforms. A new intensity has come over the Movement beyond the tiresome student jinks of yore. I wandered its spacious halls, thrillingly Fleur de Lys in inspiration, peered into a guard-room dominated by a black bust of a hideous hag in bonnet rouge. Mattresses lay about. The air was thick with pipe smoke. At a piano stood one group bawling old royalist airs. Others crowded round notice-boards showing operation orders for that night. Most of those present were commissaries, young men permanently available for *action*; and it is said there are now 30,000 of them strewn through the country, but the vast majority in or around the capital. These youths are gradually striking a common type. Crush on a black soft hat, one rim down, the other up; baggy plus-fours overlapping brown field boots; flowing overcoat taken in at the waist; knobbed stick with leather wrist attachment; and pipe, constantly going—if its devotees have to "go" occasionally also, to the end of the corridor! Viewed from behind, the sartorial ensemble has distinct

(Continued on p. 414)

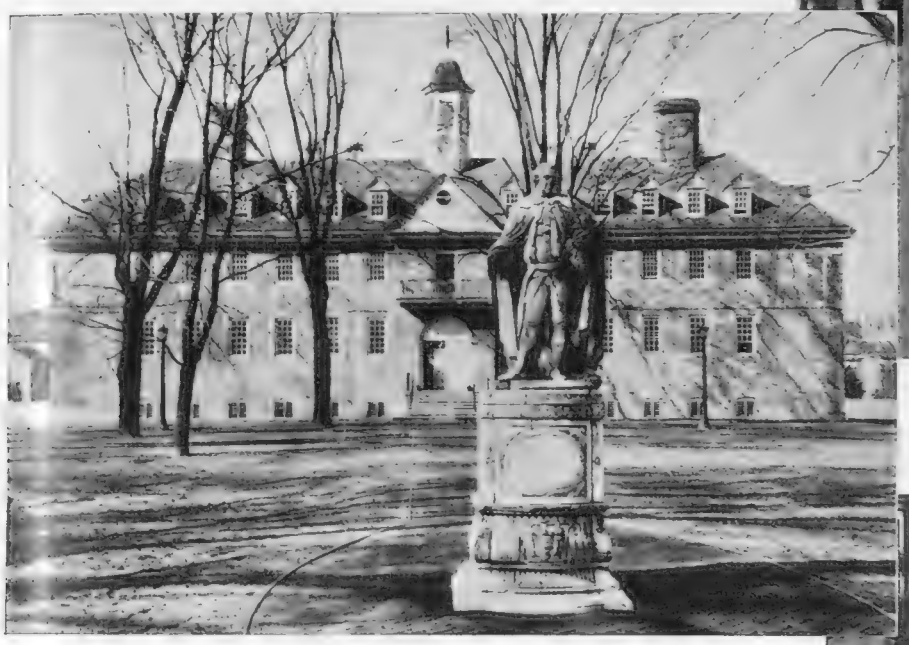
GENERAL WEYGAND: A possible king-maker

WILLIAMSBURG, VIRGINIA

The Picturesque Capital of the Old Dominion Restored

A MILLIONAIRE'S GIFT TO THE NATION: Mr. John D. Rockefeller, jun., who has donated over £2,000,000 for the restoration of Williamsburg, the old colonial capital, speaking at a session of the General Assembly of Virginia in the restored Assembly hall. This Hall was in use before the seat of Government was removed from Williamsburg to Richmond by Thomas Jefferson

MR. JOHN D. ROCKEFELLER, jun., leaving the restored Assembly building at Williamsburg after the opening ceremony last month. Williamsburg is one of the most picturesque towns in the United States, and possesses many remarkable examples of early colonial architecture



THE ONLY BUILDING IN THE UNITED STATES DESIGNED BY SIR CHRISTOPHER WREN: William and Mary College, Williamsburg. In the foreground is the statue of the Right Honourable Norborne Berkeley, Royal Governor of Virginia from 1768 to 1770

A TABLEAU OF THE OLD COLONIAL DAYS posed by students of the University of Virginia. Thomas Jefferson, third President of the United States and Governor of Virginia between 1779 and 1781, is shown proposing a toast. On his right is Mrs. Jefferson, and on his left his friends, James and Dolly Madison. *Left*—THE RALEIGH TAVERN AT WILLIAMSBURG: A famous hostelry of colonial days which was destroyed by fire in 1859, and which has now been re-erected upon its original foundations and after its original design. It was founded by the students of William and Mary College. George Washington frequently dined there

A NEW ENGLAND COLONIAL VILLAGE AT THE EASTERN STATES EXPOSITION AT SPRINGFIELD, MASSACHUSETTS: The buildings are all old and have been transported from various parts of New England and re-erected in order to show what a typical village of colonial days looked like. It comprises a church, a mansion, a lawyer's office, a red brick schoolhouse, a blacksmith's shop, and a town hall

AMERICA'S MAN OF ACTION: A new picture of President Roosevelt taken at his desk in the White House where he has made so many momentous decisions since his inauguration last year

THROUGH THE HEART OF MANHATTAN: An overhead view of Broadway, New York's 16-mile-long thoroughfare

THE NEW DEAL IN

A Survey of President Roosevelt's Work During His First Year in Office

BY JOSIAH T. NEWCOMB

The cards of the New Deal in the United States are now off the pack, on the table, mostly face up. The dollar has been devalued in its relation to gold; quasi-control over industry has been set up in the Federal Government through a system of codes; billions of Federal funds have been spent or allocated as loans for Federal, State, and Municipal projects to give employment to idle workers; the country has been notified that the spending and loaning programme will continue for at least a year and a half more, regardless of the mounting Treasury deficit and the rapid increase of the public debt; Prohibition has been repealed; the banks have been required to guarantee bank deposits; directors of corporations issuing securities to the public have been required to assume new responsibilities to investors who buy; the Government, by taking in all the gold and by setting up an equalization fund from the profits of the transaction, has assumed full responsibility for international exchange and an extensive regulation of domestic currency and credit. These are the high cards of the New Deal. There are other cards in plenty, making a full pack. Some of the lesser ones are apt to be important as the playing advances.

Congress is again in session, and is obviously still taking orders from the White House; obviously it will continue to do so for the present.

Altogether it seems an appropriate time to take a look around. First, it must be pointed out, not everything that has happened or may happen is to be taken as part of the New Deal. Relief measures and temporary expedients must be distinguished on the one hand, and New Deal policies and changes intended to be permanent on the other. These categories are, of course, interconnected and their component parts act and react on each other. Separating them is in a sense a laboratory process the results of which must be used with some caution. The two categories, however, are distinguishable. The President has acted with great speed and great daring in respect to the temporary measures. He has frankly experimented; tried on, guessed, watched for results, prepared for disappointments. Most of the strictly New Deal measures are marked by evident premeditation, were foreshadowed during the presidential campaign, as one now sees looking back, and are in accordance with a social, economic, and political philosophy distinctly the President's own.

Mr. Roosevelt entered the Presidency in the midst of unparalleled national despair and disaster, pledged to do what he could, and confident that he could do much. But that was not all. He brought also to the Presidency a life-long conviction that it is within the power of the human race by intelligent effort to lift itself, to live better, to do better, morally, spiritually, in social relations, in the economic day's work: and that this inherent power has to be organized and applied under leadership. All his life long Mr. Roosevelt has been willing to lead.

There is no reason to suppose that the country selected Mr. Roosevelt for President because of his life-long conviction that the world may be made a better place to live in through intelligently directed human endeavour. Mr. Roosevelt secured the Democratic nomination for President as a consequence of carefully laid and skilfully executed political planning, and the country elected him overwhelmingly because the country was dismayed, alarmed, and angry over events which occurred and conditions which came to a head during the term of his predecessor. It is a reasonable conjecture that the voters were not sure that Mr. Roosevelt or any body political could help them, but they were sure that they were hurt and that they had had enough for the present of Mr. Hoover. The alternative was Mr. Roosevelt and the Democrats.

There is no evidence either that there was a general demand that the world be made better than it had been. It had been pretty well liked as it was. Idle workers wanted their jobs back with the high wages they once enjoyed; producers wanted their old markets and profits, tradesmen their old prices and customers. Those who had suffered in property wanted a chance to make good their losses: if accustomed to luxury they wanted luxury again; if to speculate, they wanted the old thrills and emotions, hope, fear, excitement; the old triumphs and self-indulgences.

Consequently, during the election, a good deal which was said by Mr. Roosevelt was passed over without very much general attention. Reviewing his speeches in the light of what has happened since, they take on a new and special significance. It is now apparent that had the inveterately unchanging listened they might have been warned.

When Mr. Roosevelt came into office there was a fine dramatic situation only waiting a suitable figure to stand in the spotlight. There was public delight when he closed all the banks. Even the annoyances of the bank holiday could not overcome the satisfaction that someone had acted. When he permitted the reopening of such banks as could bear inspection it seemed like a second achievement. When he called Congress, asked all sorts of authority, including powers to act or not to act at discretion, and also including lump sum appropriations, he got all and more than he asked for, though Congress knew, or would have known had it stopped to take breath, that discretionary powers and lump sum appropriations are the stuff from which governments independent of parliaments are not seldom fabricated. Really Congress did not want to take time for breath-catching and, as its members well knew would happen, the country applauded. So Congress passed the acts and made the appropriations as desired, and went home rather pleased with itself. Everything had been so merely permissive.

With his appropriations and his permissions, the President began the temporary expedients. He set up the Public Works Administration (P.W.A.) to spend 3,300,000 dollars and put people to work. When P.W.A. found it could not spend fast enough and the winter was coming on, the President set up a new agency, the Civil Works Administration (C.W.A.) to spend faster. It had half a billion to start with and is now getting more than a third of a billion in addition. He set up the Agricultural Adjustment Administration (A.A.A.) with hundreds of millions from special process taxes to compensate farmers for cutting down crop acreage, reducing live stock, diminishing production. He reorganized the Reconstruction Finance Corporation (R.F.C.) with a billion and a half to lend to banks, mortgage loan companies, life insurance and saving institutions, and various subsidiary Federal relief agencies, whenever they needed or could use the money. All these were relief measures.

Then he set up the National Industrial Relief Administration (N.I.R.A.) which speedily gave birth to a precocious child, far better known than its parent, N.R.A. (National Recovery Administration), whose symbol is the Blue Eagle. Here we get into some difficulty separating the categories. N.R.A. does not spend money. It is strictly New Deal in that it is so organized as to be capable of becoming the moral and spiritual guide of commerce and industry through the medium of enforcement of the industrial codes. The theory of the codes is that each separate industry or commercial segment shall, after a representative conference, adopt a code of fair competitive practice, including hours of labour of employees and a minimum wage, submit the code to the Administrator, and secure its approval by the President himself. Thereafter the code becomes the law of the industry, is enforceable in the courts, and violations are criminally punishable. The codes are permitted to contain provisions for curtailment of production, trade agreements, and price fixing otherwise unlawful under the anti-trust laws, provided monopolies are not created.

Notwithstanding the lure of the anti-trust exemptions, industry was at first slow to formulate its codes. The delay ran counter to the policy of work-sharing as a relief measure. By shortening the daily hours of labour and the days of the labour

Initials You Must Get

P.W.A.	= Public Works Administration.
C.W.A.	= Civil Works Administration.
A.A.A.	= Agricultural Adjustment Administration.
R.F.C.	= Reconstruction Finance Corporation.
N.I.R.A.	= National Industrial Relief Administration.
N.R.A.	= National Recovery Administration.
C.C.C.	= Commodity Credit Corporation.
E.H.F.A.	= Electric Home and Farm Authority.
F.A.C.A.	= Federal Alcohol Control Administration.

THE UNITED STATES

week it was believed that millions of the idle could be brought back to work. Organized labour sanctioned the movement, many prominent employers endorsed it for the emergency, the President's Secretary of Labour urged it with enthusiasm as a part of the New Deal. The policy was introduced somewhat vaguely in the National Recovery Act, but the codes were expected to work it out in detail.

When the codes were not forthcoming, the President made one of his shrewd moves. He knows how to make them. At the very beginning of his administration, he broke up a potentially menacing concentration of veterans in Washington demanding cash payment of bonuses by feeding the veterans well for two weeks and then telling them they'd have the same sort of food if they joined the Civilian Conservation Corps (the C.C.C.), which engages in reafforestation. The militant leaders of the veteran concentration protested in vain. Rank and file threw down their menacing banners, pell-melled to the registry, drew uniforms and rations, and went off to plant seedlings.

When the industries held back, the President promulgated a blanket code of his own to cover all employers. It fixed minimum wages and maximum hours. Its authority was derived from voluntary agreements direct with the President, signed, sealed, and delivered to him on blanks which were furnished. No employer was forced to sign, but employers not signing could not have the use of the Blue Eagle insignia. Public opinion was relied on to buttress the policy.

The blanket code contained no anti-trust law exemptions, which employing industrialists longed for, and was severe as to wages and hours and working conditions. The effect was instantaneous. Employers generally signed the Presidential agreements and the blanket code went into effect. Blue Eagles appeared as by magic in store and factory windows. But also the employers caught early trains for Washington to meet with their industrial colleagues, fix up individual codes, and get them approved. For months hotel corridors in Washington, where the code makers met, swarmed with industrial leaders, their experts, their attorneys, their trade association officers. Some three hundred codes have been made and approved. They form a new body of law as well as a new chart of industrial practice. They have been kept so far relatively simple. Price fixing has been largely avoided, but is a subject of increasing controversy. Only minimum wages are fixed.

N.R.A., which has charge of the codes, is at present authorized to operate for two years from June 16, 1933, unless the President declares the emergency ended earlier. Besides about 300 codes already approved, others are under preparation or have been formulated and are awaiting approval. Ultimately it is expected the number will reach 500. While the operating term of N.R.A. at present is limited, the life of the separate codes is indefinite. They can be amended on application of the recognized authority under each code but not without approval of the President.

The new executive agencies mentioned by no means exhaust the list of new structures set up by the President and known by initials. Some are emergency and some are New Deal. Some are both. There is a second Commodity Credit Corporation (C.C.C.) with 250,000,000 dollars to purchase or make loans on farms or commodities. It has financed the held-over cotton crop of 1933 by loans of 10 cents a lb. to producers who agree to reduce acreage; an Electric Home and Farm Authority (E.H.F.A.) to aid consumers to purchase electrical equipment, having 10,000,000 dollars available for loans; a Federal Alcohol Control Administration (F.A.C.A.) to deal with brewers and distillers, see that they have codes and marketing agreements; a Federal Emergency Housing Corporation (F.E.H.C.) with 25,000,000 dollars for homestead communities, the purpose being to induce certain elements of the population partly or wholly back to the land; a Federal Credit Administration (F.C.A.) to consolidate Federal loans and activities in connection with the financing of farms and farm production, with transactions involving a billion or more; a Federal Deposit Insurance Corporation (F.D.I.C.) authorized by special Act of Congress to preside over bank deposit insurance which began January 1, 1934, insuring bank deposit accounts up to 2,500 dollars, and geared to insure after July 1 deposit accounts up to 10,000 dollars 100 per cent., between 10,000 dollars and 50,000 dollars 75 per cent., and over 50,000 dollars 50 per cent.; a Federal Home Loan Bank Board (F.H.L.B.B.) to establish home loan banks throughout the country, direct home loans by the Federal Government meanwhile to be made by Home Owners' Loan Corporation (H.O.L.C.), organized because the home loan banks did not get under way fast enough; a Federal Emergency Relief Administration (F.E.R.A.), with 500,000,000 dollars to distribute to States for direct emergency relief, a parent and companion of Civil Works Administration (C.W.A.), hastily organized last November when it became evident that P.W.A. funds could not be spent in great volume during the winter, with three-quarters of a billion available or in sight. In addition, not connected directly with spending, there is a Central Statistical Board (C.S.B.), which collects no statistics, but tells department and bureau statisticians how to collect and interpret them; a National Emergency Council (N.E.C.) with broad advisory supervision of emergency measures and their administration; a National Labour Board (N.L.B.) to intervene in labour disputes, especially those occurring under the industrial codes and connected with collective bargaining; and, finally, an Office of Federal Co-ordinator of Transportation (O.F.C.T.), which deals primarily with the railroads and functions to eliminate unnecessary duplication of service, secure joint terminals, prevent impairment of railroad earnings, and find means for improving transportation conditions.

To Congress at its opening the President addressed a high-toned, emotional appeal to the National Legislature and the country, and made three distinct, important announcements. In the appeal he invoked the best self of the country, encouraged it, warned it, and asserted confidence in it.

The first of the three important announcements was that it is his purpose to move toward permanent reform of the economic and social systems in the United States by means of the new Federal structures established and maintained, not so much for the purpose of governing, as for guiding industrial and economic life toward accord and harmony with new social conditions, under which the high aspirations of the vast majority of individuals and social groups are to be fulfilled. Mere recovery and reconstruction were seen as inadequate.

These utterances belong to the New Deal and define it; they outline a far-reaching, permanent programme, not mere expedients for tiding over the days of darkness and distress until the arrival of a wished-for return to prosperity. It is clearly a Roosevelt programme. It is neither Jeffersonian, Jacksonian, nor Wilsonian. Yet it is not in its essential characteristics wholly a new creation. While not entirely a new adaptation of old philosophies to the needs and conditions of the United States suddenly conscious that its pioneer days are over, still, if one must insist on origins, this is an Hamiltonian programme plus experience.

The programme involves no dictatorship, no imitations from Italy, or Russia, or Germany. A few prominent critics alternately charge it with each, but they get nowhere, because the bulk of America knows better. Whoever heard of dictators without forces of repression, press censorships, arbitrary edicts, expulsions, and what not? These things would be ridiculous in the United States. Some of the defenders and volunteer apologists of the New Deal are equally inconsistent. They insist that the New Deal came along just in time to head off a violent American revolution. There is not a scintilla of evidence to justify them. The West made violent objection to foreclosures. In one case the farmers beat up a judge, reprehensibly. Farmers have always been resolute persons when immediately affected. They are capable of acting together momentarily on sudden occasions. But as evidence these manifestations break down, for the alarmists insist that the revolutions, but for the New Deal, would have broken out during the winter. Snow-bound farmers are not revolutionists. Other evidences are not even mentioned. There are none outside of imagination.

The second definite announcement also belongs to the New Deal. It stated the administrations'

(*Cont. on p. 414*)

Used to in the U.S.

F.E.H.C.	= Federal Emergency Housing Corporation.
F.D.I.C.	= Federal Deposit Insurance Corporation.
F.H.L.B.B.	= Federal Home Loan Bank Board.
H.O.L.C.	= Home Owners' Loan Corporation.
C.S.B.	= Central Statistical Board.
N.E.C.	= National Emergency Council.
N.L.B.	= National Labour Board.
F.C.T.	= Federal Co-ordinator of Transportation.

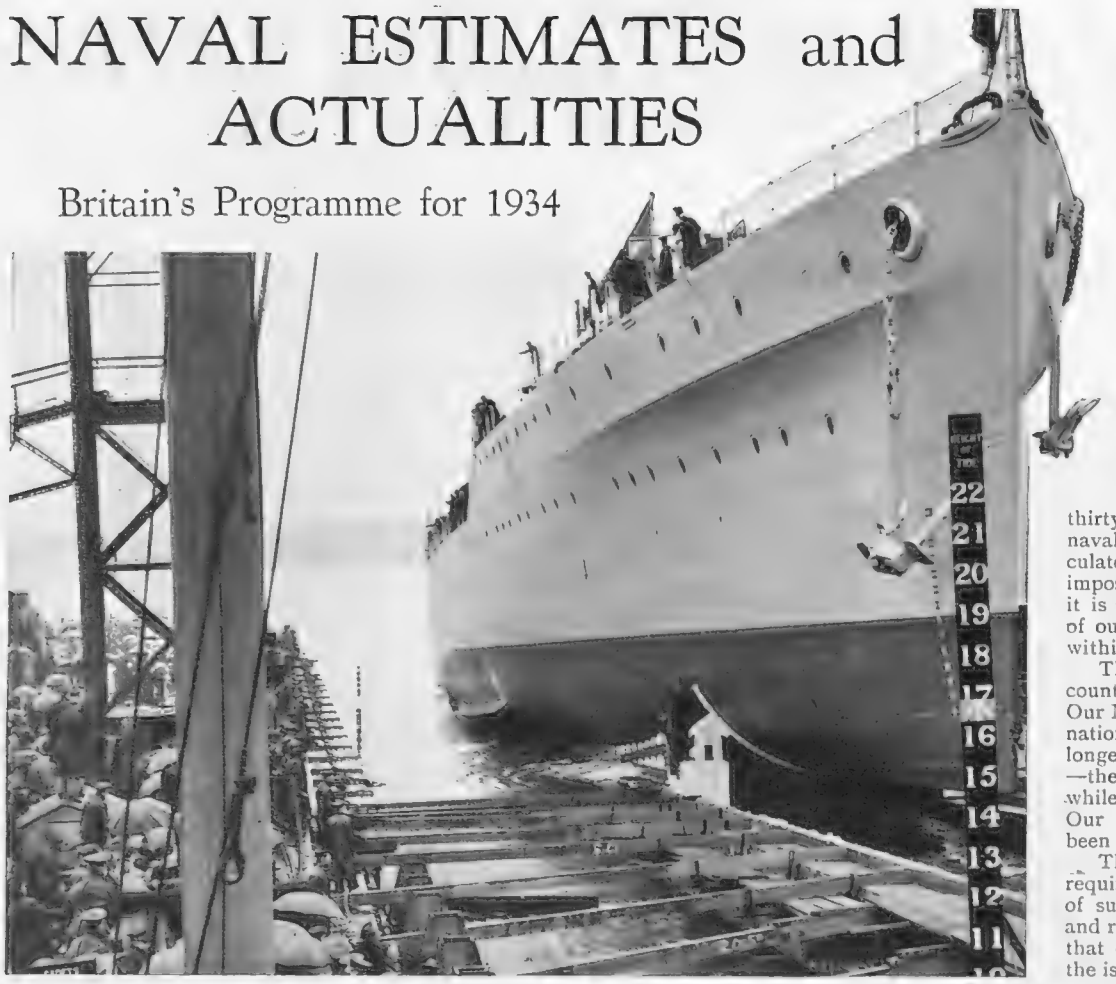
ARCTIC WEATHER CONDITIONS CONTINUE IN NEW YORK: A snow-sweeper at work on the corner of Sixth Avenue and West 59th Street

THE HUNGER LINE: Some of the unemployed waiting to enter one of the soup kitchens opened by the Mayor of New York during the recent cold spell

THE NEW SUSPENSION BRIDGE OVER THE ROYAL GORGE OF THE ARKANSAS RIVER, COLORADO: It is 1,053 ft. above the floor of the canyon and about 1,260 ft. long

NAVAL ESTIMATES and ACTUALITIES

Britain's Programme for 1934



THE NEW 5,200-TON CRUISER, "ARETHUSA," being launched at Chatham Dockyard. The ceremony was performed by Lady Tyrwhitt, wife of Admiral Sir Reginald Tyrwhitt

The Naval Estimates for 1934 show an increase of nearly £3,000,000. That is the fact that is given the blackest type and which looms largest in the minds of the public. The facts, however, are by no means brought out in that one phrase. The increase, as is clearly pointed out by the First Lord of the Admiralty in his statement accompanying the Estimates, is due very largely to commitments carried forward by the retardation of previous naval programmes, notably that of 1931.

A proportion of the increase, and a relatively large one, is due to the need for subjecting certain capital ships to large refits and a modicum of modernization. Here we have the price of an exceedingly false economy which has been dictated to the British Admiralty by the terms of the Treaties of Washington and London. Capital ships will not last for ever without extensive alterations both to their hulls, their armaments, and, above all, their boilers. The naval limitation treaties have extended the "life" of capital ships beyond the normal life of the materials of which they are largely constructed. The result is the necessity for financial provision for reconditioning which is inordinately expensive for the results obtained. The case of the battleship *Barham* is eloquent. This ship has recently returned to service after reconditioning, and the cost of this operation was very nearly half the initial cost of the whole ship. There is no question that such refits are necessary if these ships are to retain any appreciable measure of their efficiency as fighting units.

In this connection it is of interest that the First Lord was at pains to point out that modernization of these ships was limited by the terms of the Washington Treaty. Shortly after the signing of this Treaty the United States gained permission to increase the elevation of the guns of her capital ships. This was against the terms of the Treaty, but the request was granted. Japan is now following suit. This country alone is content to abide by the letter of that Treaty. This explains why the reconstruction of an American battleship costs some three times as much as that of a British battleship.

As far as new construction is concerned, the 1934 programme is certainly slightly more extensive than that of 1933. This is due, however, to the lapsing of one particular clause of the London Naval Treaty. This clause limited the replacement of obsolete ships in the cruiser class by this country. It did not do so for any other nation. This clause is responsible for the fact that we shall enter upon 1937 with only thirty-five modern cruisers and fourteen obsolete ships—a total of forty-nine to do the work of the fifty promised to us instead of the seventy accepted as the "irreducible minimum" to retain our sea power and accept the vast responsibilities of the defence of our trade. Now that this clause has lapsed it behoves us to make good this leeway as fast as possible. Otherwise a proportion of it will still be hanging over our heads when it becomes essential to begin extensive replacements in other categories, and notably in our very elderly battle fleet.

It is interesting to compare the 1934 replacement programme with what we are entitled to lay down under the terms of the Treaties. We are authorizing four cruisers, three of 9,000 tons and one of 5,200 tons. We could lay down seven 9,000-ton cruisers and four 5,200-ton cruisers. We are authorizing one flotilla leader and eight destroyers. We could build forty-seven of these ships. We are authorizing three submarines. We could lay down at least eleven of these craft. The construction of one aircraft carrier is authorized. The Treaties allow us to build six of these ships of 10,000 tons apiece.

A comparison between this building programme and that introduced in the United States under the name of the Vinson Bill is illuminating. This Bill appropriates £154,000,000 for naval construction alone, to be spread over five years. It provides for the building of six 10,000-ton cruisers, one aircraft carrier, sixty-five destroyers, and thirty submarines. Japan also has a very large naval building programme on hand which is calculated to bring her navy right up to the limits imposed by the Treaties. Under such conditions it is small wonder that Washington's official view of our Naval Estimates is that "Great Britain is within its Treaty rights."

This is not to say that there exists in this country even the germ of any naval building race. Our Navy has been cut down in the interests of the national economy to such an extent that it is no longer in a position to perform its primary function—the ensuring of vital supplies to this country while denying the passage of supplies to an enemy. Our commitments remain the same as they have been for years past.

The naval building of other Powers affects our requirements only in as far as our ships must be of sufficient strength to meet all potential enemies and raiders of our trade routes upon such a footing that our unrivalled personnel will be able to sway the issue beyond all possibility of doubt.

Lieut.-Commander Kenneth Edwards, R.N. (retired).

VESSELS OF THE ROYAL INDIAN MARINE leaving Bombay Harbour for gunnery practice

INDIA'S SEA DEFENCE

When the Indian Navy Bill passes the present session of the Indian Legislative Assembly, the Royal Indian Marine becomes the Royal Indian Navy. Though this alteration of the name will not affect the composition or training of this small but efficient naval force, it will give it equal status with those of other navies, and will restore a name once famous in the annals of India's maritime history.

The writer recently had the experience of going out with the fleet when it was engaged in gunnery practice. Prior to these exercises the wardroom "boys" were busy removing electric light bulbs and taking down pictures of historic vessels from the wardroom walls; on deck men were removing glass cases which contained ship's trophies such as silver cups, etc. The vibration caused by even these 4-in. guns on the smallest vessels which constitute the R.I.M. would break any such glass left about the ship.

Our vessel had to go several miles out of Bombay Harbour before she could find a clear stretch of water and get away from the numerous fishing smacks. On this particular morning all the fishermen in Bombay seemed to be afloat. It appeared to the landlubber visiting scribe that we should never be clear of those little white dots which showed themselves beyond the two targets.

Upon the control deck a couple of Indian seamen are manipulating a massive-looking Barr and Stroud range-finder, reporting range at short intervals. The ship also carries, of course, smaller rangefinders, in case the one mounted on the turntable is shot away in action. The sighting is also done on this control deck and the gun fired from there.

Somebody shows me where I can stand safely and watch the "for'd" gun being fired. A friend hands me a lump of cotton wool with a grin. We stuff this into our ears—for a good blast from the neighbourhood of a 4-in. gun will leave you with a nice singing in the head for a long time to come.

On the deck above the range is being repeated. There are various other orders which the landlubber does not understand. He merely sees the ship swing round and the guns move out towards the little black dots on the horizon. The tug which is towing the target seems perilously close to the inexperienced eye.

The order to fire is given. A bell rings by the gun.

The gun barks—you get quite an appreciable idea of the bark even through the thick wad of cotton. After the rounds are fired from the leading flagship, the other vessels do their gunnery one by one. We watch their shots through glasses with close interest.

The engines stop, and there is drill. "Abandon ship" is ordered. There is much running about. Men slip over the side, and with a very commendable speed the lifeboats are lowered and filled. Later they are hauled up again with the same mechanical precision.

There is also fire drill, and collision mats are hung over.

We returned to Bombay with a very lively impression of the smartness of the Royal Indian Marine. To-day the force numbers 112 commissioned officers and 1,055 other ratings. It has four sloops (*Clive*, *Cornwallis*—both captains' commands—*Lawrence* and *Hindustan*), two patrols (*Pathan* and *Baluchi*), one depot ship (*Dalhousie*), and twenty-one mine-sweeping trawlers and other subsidiary craft. It is under the command of Vice-Admiral Sir Humphrey Walwyn, K.C.S.I., C.B., D.S.O., R.N., who is ultimately responsible to the Military Commander-in-Chief as Member of Council in charge of the Marine Department. The Naval Commander-in-Chief of the East India Station has no administrative status in the Marine, though he acts as strategic adviser to the Government of India on naval affairs.

S. J.

WITH THE GOAJIRA INDIANS

An Uncivilized Tribe of Colombia, South America

A GOAJIRA ARCHER: His bow is over 5 ft. and the arrows, which are often poisoned, are about 4 ft. long. The Indians shoot with great accuracy up to a distance of 125 yards

A YOUNG INDIAN BOY: His name is Eepuchán and all his life he will probably never wear more clothes than this. Only the chiefs indulge in the luxury of a cloak

TUPA, THE CACIQUE, OR CHIEF, OF THE EPINAYUÉS, the richest and most powerful of the many Goajira Indian clans of Northern Colombia. He has nine wives and a host of children

MEMBERS OF A TYPICAL GOAJIRA CLAN: When sober they are quite tractable, but when in a drunken state they will kill and rob all who cross their path. They live entirely on meat and milk

While a large percentage of the aborigines of Colombia now live in ordered communities and acknowledge the authority of the Government, there are a few savage tribes still remaining who prefer to live the same lives as their forefathers, and refuse to be subdued. The primitive Goajira Indians number about 18,000. They roam the vast prairies or sabanas very much like the redskins did in North America when first discovered by the white man. They raise large numbers of horses, cattle, goats, and sheep, but do not practise agriculture in any form. Tribal wars are frequent, and the casualties are often heavy. Massive bows and arrows are their most usual weapons, but some of the clans possess ancient Winchester rifles

THIS INDIAN WAS WOUNDED DURING A TRIBAL FORAY, an arrow entering his back to a depth of 4 in. The Indians are always fighting among themselves—especially when they are drunk

A GOAJIRA WATER CARRIER: These earthenware jars often weigh, when full, as much as 100 lb. The Indian women, however, think nothing of carrying them for miles

THE DAUGHTER OF AN INDIAN WOMAN AND A COLOMBIAN: The children of such marriages are brought up as Indians. This woman's face is painted with ochre—a doubtfully decorative treatment

NIPPON :

MAKING ELECTRIC LIGHT BULBS : This industry has shown tremendous development in Japan during the past few years. Women workers are largely employed and are paid such low wages that the manufacturers' costs of production are infinitesimal compared with those in the West. Prohibitive restrictions have recently been placed on the import of these bulbs into Germany

ASSEMBLING CELLULOID TOYS : This is done in the factory, b by families who are supplied with their materials and make the big markets for these celluloid articles in China, India,

CHEAP MASS-PRODUCTION GUM BOOTS: have a tremendous sale in afric

BICYCLES TO BE SOLD ABROAD AT EIGHTEEN SHILLINGS EACH : The various parts are made in the workers' homes and are then taken to the factory for assembly. Britain has for years supplied the bicycle-loving African native, but with such cheap products as this on the market the trade is likely to be seriously menaced

At the moment Japan's immense stride exporting nation are being viewed with world. There is no doubt that Japan, wi and low production costs, is turning our g finds it difficult to compete. But the foll the position is not quite so serious as is so Exports from the Japanese Empire in 1933 at par, an increase of £50,000,000 over th year. The imports in 1933, however, exceeded those of 1932 by over £50,0 therefore, that Japan is buying more fro selling to the world, and while she is sup mass-produced goods she is at the same from the West. There is no doubt, of cours imports consists of machinery for the produc but it is hardly conceivable that that propor is thoroughly alarmed by what she terms already placed restrictions on the import of ra bulbs. The Union of Saxon Mouth Organ a has at the same time issued a warning to th not to sell Saxon machinery to foreign com the livelihood of their fellow workers. As is concerned the position does not appear a the Empire exported £40,617,000 worth of sold to the Empire goods value

The Land of Low Production Costs where Cheap Goods for Export are Produced in Factory and Home

ory, but the greater part of the work is carried out
e the various parts at home. The Japanese have found
India, the South Sea Islands, and South America

A SMALL RUBBER WORKS where the raw material for the manufacture of dolls, gum boots, hot-water bottles, and other articles is prepared

LOADING A CONSIGNMENT OF GOODS FOR SHIPMENT ABROAD: The Japanese are experts in the art of packing and the percentage of articles damaged in transit is usually very low. Many of their goods are placed in neat and colourful cartons

OTS: These sturdily made articles
n agricultural countries

strides as a manufacturing and
ed with concern by the Western
an, with her low level of wages,
our goods with which the West
e following statistics reveal that
as some would have us believe.
1933 totalled about £193,200,000
ver the figures for the previous
vever, were £201,800,000, and
£5[illegible],000,000. It will be seen,
e from the world than she is
is supplying quantities of cheap,
ame time buying quality articles
course, that a proportion of these
roduction of yet more cheap goods,
oreportion is very great. Germany
rms "Japanese dumping," and has
of rayon manufactures and electric
gan and Concertina Manufacturers
to those engaged in the industry
n competitors and thus jeopardize
rs. As far as the British Empire
pear at all unfavourable. In 1932
th of goods to Japan, and Japan
valued at £36,303,000

A COTTAGE INDUSTRY: A young Japanese making rubber dolls in his own home. He afterwards delivers them to the factory for the finishing work

RE-HOUSING THE WORKERS OF TOKYO: On the right the street is lined with tumble-down buildings; on the left can be seen the corner of a modern block of flats

LONDON'S LINK WITH EUROPE AND THE EMPIRE: A general view of Croydon Aerodrome

THE RISE OF CIVIL AVIATION

The Inner Workings of Imperial Airways, the Vast Organization which Serves Three Continents and Twenty-two Countries

By CHARLES GRAVES

Every taxpayer in the country has a stake in Imperial Airways, as he contributes to its upkeep in the form of a Government subsidy. It is to his interest, therefore, to see that his money is well spent, and that the company, while meant to pay a dividend, should also live up to the objects for which it is subsidized. That it does so to-day is undoubted. It has become an imperial asset, and in South Africa the station superintendents are treated like Government officials. Moreover, the new staff is being recruited from the major public schools, and have to pass various tests of the National Institute of Psychology before they are selected.

The more you learn about the company, the more you realize what a vast undertaking it is. It has an interest and buildings in forty-seven aerodromes. It owns and operates motor boats as well as aeroplanes. Its machines fly 2,000,000 miles a year. Its routes, all told, amount to 14,000 miles, It employs thirty-four captains of air liners, and twenty-five first officers, quite apart from wireless operators, stewards, and ground staff. It has its own post office at Victoria, where a quarter of a million letters are handled a year. (It is a real experience to go there at 11 a.m. on Saturdays and watch the last-minute rush of people arriving with letters that *must* reach Karachi or Cape Town within the next ten days.) It has eleven rest houses such as those at Gaza where Samson removed the gates of the city, and at Shargah on the Arabian coast where the rest house is a real Beau Geste fort, with a guard of thirty-six retainers of the local sheikh, where the petrol has to be brought for nine miles on the backs of camels, having been taken off dhows, and where the water must be brought in goatskins on donkeys' backs for a distance of two miles.

Think of the catering which has to be carried out. I am not thinking just of the meals in the aeroplane between London and Paris, but the food that must be provided at the various stopping points throughout the world. As a case in point: the Christmas Day machine leaving Brindisi for the East was provided with mulligatawny soup, smoked salmon, fresh roast turkey and sausages, York ham, Christmas pudding, Stilton, half a case of champagne, and two bottles of port. Times have changed in the last ten years.

Just after the War it occurred to many people to use aircraft for the purpose of commerce. Unfortunately, the War did nothing to promote the science of aerodynamics. The aeroplane of 1918 was more reliable, and its performance was superior to that of 1914, but generally speaking the performance was obtained at the expense of excessive power input. In 1919 several firms came into existence in Great Britain with the object of operating commercial air services. The only one of any consequence was Aircraft Transport and Travel, Ltd., which established a service between London and Paris. A little later Handley Page began to operate between London and Brussels. Each of these companies used uncomfortably converted war machines, and as a result soon found that it was impossible to operate these services except at a loss unless prohibitively high prices were charged. Hence, the fare from London to Paris was £25, and the fee for carrying a letter was half-a-crown. Moreover, both firms were soon undercut by foreign companies which were in receipt of State aid.

Things looked very bad. Various companies started operations and then failed. Finally, Imperial Airways came into existence on April 1, 1924, with a capital of £1,000,000 and a guaranteed subsidy of not less than £1,000,000 spread over ten years. In it were merged the interests of the four companies that still survived—Handley Page Transport, Ltd., Daimler Airways, Ltd., Instone Air Lines, and the British Marine Air Navigation Company.

At that time the aeroplanes consisted of seven biplanes with one 440-h.p. engine, two flying boats with a 365-h.p. engine, and four biplanes with two 355-h.p. engines. Three weeks later a daily London to Paris service was begun. Then the daily service to Cologne and back via Brussels started. It was not until the November of 1924 that the first three-engined air liner was commissioned.

In the course of the first year of its existence the company carried 11,000 passengers, 200,000 letters, and flew 850,000 miles. This compares vividly with the year ending March 31, 1933, when the passengers had increased to 61,000, the letters to 8,000,000, the miles flown to 2,000,000, and the traffic ton-miles also to 2,000,000. One may be sure, moreover, that these numbers will have increased enormously again when the reports of the financial year 1933–34 are made-up in a fortnight's time.

But we are going ahead too fast. At first the subsidy was based on the number of miles flown, the basis being that 4,000,000 miles had to be flown in the first four years, and thereafter at the rate of 1,000,000 a year. After the first year it was found that this was unsatisfactory because the company did not benefit from the use of more modern aircraft of larger capacity, and it would pay the company to employ thirty-eight Moths instead of one thirty-eight seater like the *Heracles* (though of course an air liner of that size could not be thought of at the time). The agreement was therefore altered so that 425,000,000-h.p. miles were substituted for 1,000,000 miles. In consequence, the work done by the fleet was and is reckoned in proportion to the horse power employed by the company, and there is a direct incentive to develop larger and more economical types of aircraft.

Roughly speaking, the direction of Imperial Airways is divided up between the air superintendent, the ground superintendent, the chief engineer, and the traffic manager. Their work dovetails; but let us turn to the transport of passengers. The ordinary passenger requires comfort and absence of fussing, quiet engines, and an ability to have a meal. If he is an Englishman he would prefer the conveyance entirely to himself. Of the two alternatives, speed or comfort, he nearly always prefers the latter. Now all of these essential needs of comfort detract from the useful pay load of the machine.

Freight is the ugly sister of the air transport world. The consignor wants it sent as quickly as possible, but he will not pay a good price for this advantage. This class of traffic has the further complication of being of a most diverse character. Grand pianos, live tigers, tubes of bacilli, and wireless valves are not at all unusual freights. Imperial Airways has always believed that for the present state of aeronautical development, mixed loads are essential; that is to say, mails, freights, and passengers must be carried in the same machine. This policy is being criticized, but it has been justified by experience. In 1927 one aeroplane in three in America existed for the carriage of mails only. Now only one in ten does so. In Holland and France, too, they have reverted to mixed loads.

The greatest compliment that was ever paid to Imperial Airways occurred exactly a year ago when the premium rate for insurance against accidents to passengers travelling by Imperial Airways was reduced from 12s. to 1s. per £1,000, which is the same rate as that charged if you travel by railway train or ship. Nor is this undeserved. Up to date, 13,000,000 miles have been flown, with only seven accidents in which loss of life occurred. The trouble about aeroplane accidents is that they are described so vividly by eye witnesses that they are much more difficult to forget than those occurring in railway trains and ships. It is good news, however, that the chief engineer of Imperial Airways hopes that within two or three years compression-ignition engines, on which experiments are being carried out to-day, will have reached such a state of capacity and perfection that they will be used in big air liners. This will mean the use of non-explosive fuel, with the result that the chances of a fire will be extremely remote. This, of course, is one of the chief objectives of the company.

How much do these big aeroplanes cost? The *Heracles* cost about £30,000. The *Scylla*, in course of construction, will be slightly more. The pilots receive a retainer of £400 a year and 10s. an hour flying pay. Some of them make as much as £2,000 a year.

Imperial Airways serve three continents and twenty-two countries. Their passengers have numbered over 350,000. In the summer there are five services a day between London and Paris, as well as week-end and Sunday excursions to Le Touquet, and regular daily services to Basle and Zurich. It takes a week to fly to Calcutta, which is a saving of over a fortnight by ship and train. This year the journey to Singapore is being reduced to eight days, which will mean a saving of a month. The cost of the fare, for the sake of interest, is £180. On the other hand, it is only £234 return to Capetown, and £130 single.

At any given moment there are a dozen Imperial Airways' machines in the air. All told there are twenty-eight of them, of which eight are the Heracles type and eight the Atalanta type.

The most interesting room at the head offices at Victoria Station is the one in which the whereabouts of each aeroplane is marked on a chart of the world. A dotted line marks the route of a flying boat; a purple line marks a duplicated service; a blue dot means bad weather; a red dot (extremely rare) is engine trouble; a brown dot signifies that the aerodrome is unserviceable; a yellow dot means miscellaneous reasons for delay. As a matter of fact, last month every single aeroplane arrived at Capetown exactly on time.

It is superfluous to say that no royal baby's welfare is watched over with more meticulous care than an Imperial air liner. Even the Government demands and receives its daily health report. Like a ship, an air liner is only allowed to carry a certain load, and it is forbidden by law to exceed this rate. That is why every passenger is weighed.

As I began with the taxpayer I might as well end with him. He will be pleased to realize that every year the subsidy he pays diminishes, and one of these days it looks as though, despite competition of the foreign State-subsidized companies, Imperial Airways will become self-supporting.

IN the LIMELIGHT

MLLE YVONNE PRINTEMPS and her new partner, M. Fresnay, who is to succeed Mr. Noel Coward in the part of the Duc de Chasseigny-Varennes in "Conversation Piece" at His Majesty's Theatre. M. Fresnay is regarded as France's leading young actor

MR. LOUIS LEVY who is employed in a Sloane Street hairdressing establishment and who has just won the International Hairdressers' Society's £500 Gold Trophy Contest held at the Westminster Palace Rooms

HOWMAN AND AUTHOR: Mr. C. B. Cochran and Mr. Louis Golding greeting each other in the vestibule of the Adelphi on the first night of the new play based on Mr. Golding's book, *Magnolia Street*

MR. RICHARD SICKERT, who was elected a Royal Academician at a recent general assembly of Academicians and Associates. He will be 74 this year

BERTIE KIDD (at piano), a seventeen-year-old Scottish boy who recently broadcast some of his own pianoforte compositions. His brother, aged 14, sang the words

AT THE CAFÉ DE LA PAIX: Mlle Oliveira, Mr. Charles Germán-Ribon, Miss Diane Chamberlain, Mr. H. A. Frey, and Miss Peta Dundas

LIVING FLOWER PICTURES: Framing real flowers in such a manner as to make them appear like oil paintings is the latest scheme of floral decoration which has been devised by Mr. Osbert Whittock. He will shortly give an exhibition of this work in London

Left—A DISTINGUISHED AMERICAN SCULPTOR: Mr. Andrew O'Connor, who has recently opened a studio in Chelsea, at work on a new marble sculpture entitled "Maternity"

HOODWINKING BEES BY ELECTRICITY

Producing Ideal Spring Weather Conditions Artificially, and other Matters of Rural Interest

AN EXTERIOR VIEW OF THE BEEHIVE HOUSE on Mr. R. Borlase Matthews' all-electric farm at Greater Felcourt, near East Grinstead. In the centre are the exits for the bees

"THEY THINK WARM DAYS WILL NEVER CEASE": The lamp used on the all-electric farm at Greater Felcourt, which deceives the bees into thinking that winter is over and encourages them to take exercise and nourishment, and to fit themselves for gathering honey

The profitableness of bees is now being increased by electric lighting, heating, and other mild deceptions. Our early spring weather is only satisfactory for bees about once every five years. In other years the hives may be weakened by night frosts and the potential honey yield reduced. To overcome this drawback a method has been devised to reproduce ideal spring conditions artificially. Hives are installed in a special house whereby work on them can be carried out in all weathers without chilling the brood. The interior is heated and lighted by electricity, the temperature being automatically maintained at about 60 deg. Fahr. Each hive has an extra opening at the rear, where a table is brought up in early spring. This is equipped with all the elements of deception—a special reflector lamp for the sun, artificial pollen, water and early-flowering plants having a little natural pollen. A thick glass over the reflector protects the bees from burning, and the lamp is tilted to project its light into the rear opening. Brood honey is stimulated by loaf-sugar syrup containing salt and vinegar, whilst an electric heater is fixed under each table.

The working bees, believing that warm spring weather has come, are attracted out and "led up the garden." Here they take exercise and nourishment which they could not obtain out-of-doors. The queen bee is also induced to commence early laying. Strong hives are thus produced and thousands of bees are in time to gather honey from the apple blossom when this is at its best, while untreated hives in the district are too weak to do so. The results are an increased yield of honey and better pollination of the apple orchard. The principal work with this treatment has been carried out by Mr. R. Borlase Matthews on his all-electric farm, Greater Felcourt, East Grinstead.

Above — A SHEPHERD OF THE OLD SCHOOL: George Chant of Angmering, near Worthing, has been a South Downs shepherd for more than sixty years

On right — GUARDIAN OF THE FLOCK: This is the busiest time of the year for the shepherd, and the success of the lambing depends to a great extent on the skill with which he cares for the ewes

IRELAND'S YOUTHFUL ARMY

An Efficient Force Modelled on British, American, and German Lines

RIFLE DRILL: A picture which symbolizes the efficiency of Ireland's young army. The men, unless specially fit for duly, have two years of active service and then pass into the reserve body

The Irish Free State Army is one of the few armies in the world which went straight into action, shortly after its formation, with hardly any military training as a fighting unit

To-day it is a compact, well-trained body whose officers have taken their models from the most modern armies in the world. And it is a volunteer army pledged to support the Government in power.

Throughout the twelve years of its existence it has undergone many changes both in personnel and methods, and the machine to-day is vastly different from the rapidly recruited body that resulted from the treaty of 1921 with England.

It was not an easy job for Ireland to form her own army, and the men who undertook it knew they would be criticized even if they were successful.

Happily the only man who could have succeeded was put in command and that was the late Michael Collins, the first Commander-in-Chief of the Irish Free State Army, civil servant, soldier, and politician.

Recruiting in those days was feverish and the pay was good, for the job had to be carried out quickly to prove that Ireland had a strong hand herself, if she cared to use it, to preserve order within her own shores.

Soldiers of fortune of all types were attracted to participate in the guerrilla warfare that followed. There were men who had fought in Irish regiments during the War, men who had fought with de Valera, and the men of "Mick" Collins's own squad. There were men who had fought side by side with Connolly and Pierce in 1916, and there were men who had gone over the top at Passchendaele.

(Continued on p. 414)

A CAPTAIN IN THE IRISH ARMY WEARING A HELMET OF GERMAN PATTERN: British, American, and German military methods have all been employed in the building up of this army, which to-day numbers about 6,000 men. The Chief of Staff is Major-General Michael Brennan

ENTRANCE TO MACDONAGH BARRACKS: The top inscription is in Erse

AN IRISH SOLDIER carries his gloves on his shoulder

AN AERIAL VIEW OF THE CURRAGH BARRACKS: The main training centre of the Irish Free State Army

READY FOR ACTION: A picture taken on a field-day. Both the men are lieutenants

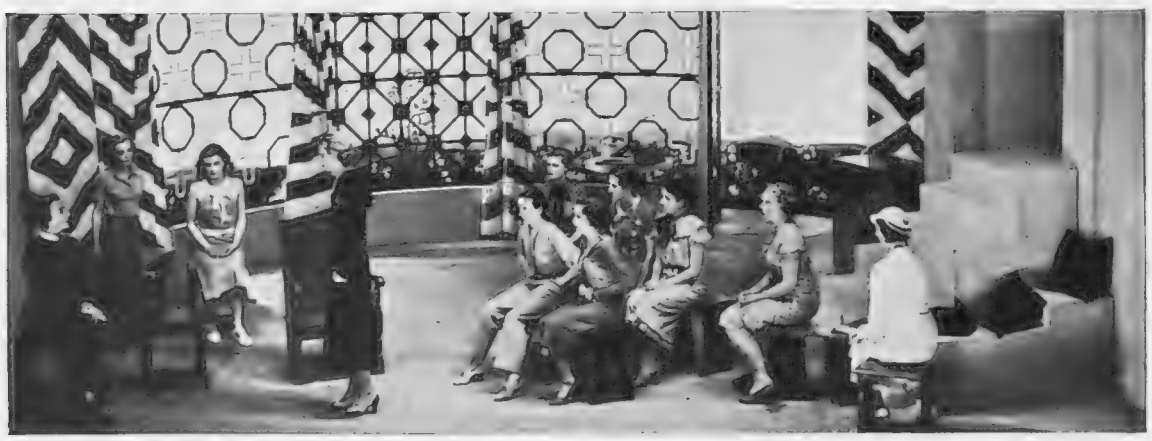
PLAYS of the DAY

By PHILIP PAGE

NANCY PRICE IN THE TITLE ROLE OF "NURSE CAVELL" AT THE VAUDEVILLE THEATRE: This play, by C. E. Bechofer Roberts and C. S. Forester, tells the story of the famous nurse and her war-time activities without undue patriotic bias—a feat which only a few years ago would have been well-nigh impossible

"JANE AND GENIUS" AT THE ROYALTY: Mrs. Thomas Carlyle (Marda Vanne) tries to comfort John Stuart Mill (Tarver Penna), who is heartbroken at having inadvertently destroyed the manuscript of the first volume of her husband's *History of the French Revolution*

A SEVENTEENTH-CENTURY PLAY WITH A REPULSIVE MOTIVE: John Laurie, Margaretta Scott, and John Cheatle in William Wycherley's old English comedy, *The Country Wife*, which Sydney Carroll is presenting at the Ambassadors



LIGHT ENTERTAINMENT AT THE SAVOY: A scene from *Finished Abroad*, Jolliffe Metcalf's play about a finishing school in Switzerland. Ellen Pollock (right) plays the part of Connie, the sophisticated young lady whose domination over the other girls creates chaos in the school. A notable newcomer to the stage is Clelia Matania (third from right) who gives an excellent performance as Salome

A magnolia is a tree which brings forth a few heavily-scented flowers amid a profusion of leaves and takes a long time to grow. *Magnolia Street*, the adaptation of Mr. Louis Golding's novel, has a few heavily-scented scenes, orientally emotional, amid a mass of green stuff, and it took a long time for it to grow on me at the Adelphi Theatre the other night. Its growth might have been more rapid had I read the novel—an omission I regret that I have not even yet put to rights.

Dramatized fiction should primarily give a theatre audience a clear idea of the story unfolded; failing that, it should incite the uninformed members of that audience to anxiety as to what is really happening and why, and make them the following morning rush, the moment the shops are open, to buy a copy of the novel in question. Here *Magnolia Street* does not come up to form. Beyond intermittent mangling about the intermingling in marriage of Jews and Christians in a gloomy street in Manchester there seemed to be no actual plot, and even the mangling was sometimes cryptic. I do not say that Mr. Golding did not put a plot into *Magnolia Street*, the novel, which could hardly have become a best-seller without one; I only know that at the Adelphi I soon gave up trying to discover what it was, and whether, like the theme in Elgar's "Enigma" Variations, it lurked mysteriously.

But in spite of this, the play did grow on me after awhile, partly because of the excellence of those few intimate scenes in which it blossomed into episodic drama, and partly because of the deft hand of M. Komisarjevsky, the producer, with the surrounding foliage. By the foliage I mean those frequent sections during which the stage was filled with a babbling, scurrying, gesticulating crowd which left no scope for anything but admiration for the way in which it had been handled.

The street scenes in *Magnolia Street* are among the most brilliant pieces of stage "photographic" work I have ever seen. The realism is astoundingly exact. Of course one can see equal street-realism in the Strand outside without paying to go into the Adelphi Theatre at all. But the British public, avid for spectacle, will always distrust one which it can see for nothing; besides you cannot have a portion of the Strand, pedestrians and all, suddenly switched round, into, say, Chandos Street, by means of that revolving stage which is one of the Adelphi Theatre's proudest boasts.

I am fond of mysteries and I am grateful to this production for having provided me with an intriguing one: why when enormous labour and ingenuity have been expended in achieving realism is it instantly and completely destroyed by the use of a mechanical roundabout which can give an illusion of an earthquake but of nothing else? If there is an earthquake in *Magnolia Street* (which, I repeat, I have not read) I am willing to apologize on bended knee to both Mr. C. B. Cochran and M. Komisarjevsky on the middle of the Adelphi stage to slow music as a *lever de rideau*.

The qualities of this production are its atmosphere, the high level of the acting, the glimpses of odd humanity we are allowed to catch, and the pathos as well as the force of racial antagonism. But the drama of it is never clear. It lacks cohesion. It sprawls.

"Nurse Cavell."—The play about Nurse Cavell, next door at the Vaudeville, is as simple and direct as *Magnolia Street* is complex. The authors have taken the actual narrative and have let it unfold itself without adornment, whether philosophical or theatrical. The grim story is not padded out with long comments, as is Shaw's story of *Saint Joan* by that fine speech in defence of the Inquisition; this heroine is too near to us for that. The drama is strong enough in itself and needs no additional devices of the dramatist.

But the restraint of its authors is most of all to be commended in their refusal to paint the heroic nurse too absurdly white. Not, of course, that there is the slightest suggestion of putting on her one speck of black; she was a brave and noble woman—a true heroine. But in some respects she was also a foolish woman, and here there is no disguising of the fact that out of the kindness of her heart she not only dabbled perilously in matters from which she should have stood aloof but dabbled clumsily. The German attitude is represented as being brutally logical rather than brutal in itself (which was probably the truth), and in face of this and of Teutonic thoroughness it is surprising that Nurse Cavell was not arrested long before. It is equally surprising that the Germans did not realize what they would lose by shooting her, and what they would have gained by exercising clemency.

This play is more than a reproduction of the Cavell case in stage form. It is first-rate drama, marching to its inevitable close with the cold fatality of Greek tragedy. To the performance in the title-role of Miss Nancy Price it owes much. Miss Price has here discarded that rather grim fierceness which, perhaps through playing so many parts which demanded it, seemed to have become an element in her stage personality. She is human, dignified, at times even tender. The scene with the chaplain, finely played by Mr. Lewis Casson, in the prison cell I found almost unbearably poignant.

Entertainment is hardly a tactful word in the circumstances. But there is not a moment in this play in which the attention is not held; in the true Aristotelian sense it is a "purging of the passions."

"Finished Abroad."—The only justification for this extraordinarily foolish and nasty play which bored me at the Savoy Theatre is the high standard, with one or two exceptions, of the acting. You may be able to get some hang of the thing by imagining a feminised version of the late Dean Farrar's best-seller, sprinkled with cheap absinthe, and entitled "Erica, or Much by Much." It is, indeed, a "bit much."

But there is little profit in analysing the mutual loves and hates of this odd assortment of girls in a finishing school in Switzerland. I would have minded less the strange way in which they behaved and the unhealthy rot they talked had not the piece been so insufferably dull. Miss Ellen Pollock had a long, long part as a tiresome American girl and could not make it other than tiresome; Miss Elizabeth Maude made an honest and clever shot at being amusing with the odds against her; Miss Clelia Matania can speak well and look nice and is to be congratulated on a very promising performance indeed; Miss Carol Coombe suggested how delightful she might be in happier circumstances.

Mr. John Stuart, a good actor, had an unenviable job as the solitary rooster in that unsavoury farmyard.

THE BERGNER'S CAREER

Some Outstanding Parts She Has Played

ELISABETH BERGNER AS VIOLA IN "TWELFTH NIGHT": Nearly all this great actress's earlier successes were in Shakespearean parts. She enjoyed a Continental fame before she came here

THREE SHAKESPEAREAN RÔLES: The Bergner as Katharine in *The Taming of the Shrew* (*left*), as Portia in *The Merchant of Venice* (*centre*), and as Juliet in *Romeo and Juliet* (*right*)

AS ROSALIND in *As You Like It* and (*left*) as Tessa in *The Constant Nymph*

AS CAMILLE in *La Dame aux Camelias*. This is one of the greatest parts in French drama

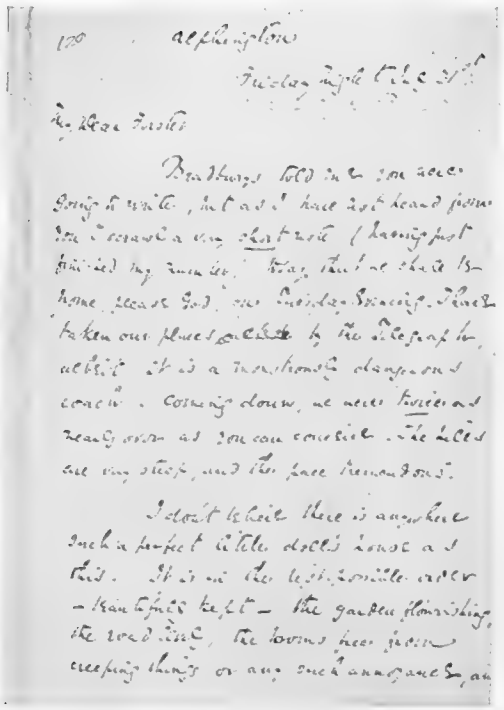
AS ST. JOAN: A part in which many of Miss Bergner's British admirers would delight to see her

AS NINA, in Eugene O'Neill's famous play, *Strange Interlude*. In the film Norma Shearer played this part

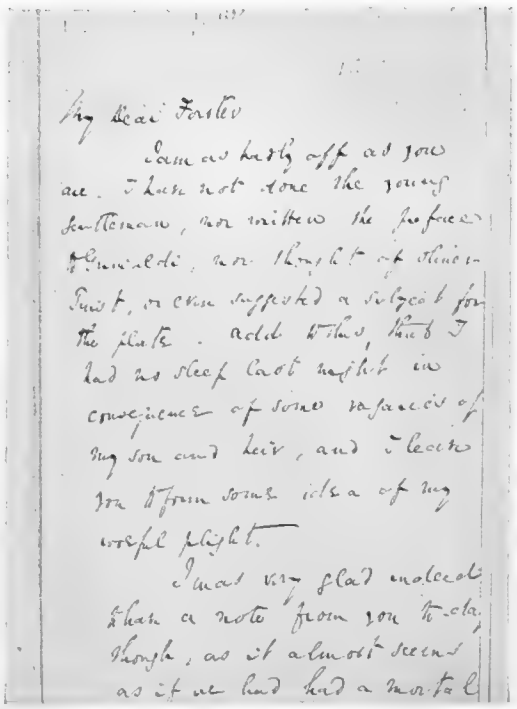
(*Above*) IN "THE CIRCLE OF CHALK," and (*left*) in the Greek play, *Amphitrion 38*

HER LATEST PART: As Gemma Jones in *Escape Me Never!* at the Apollo

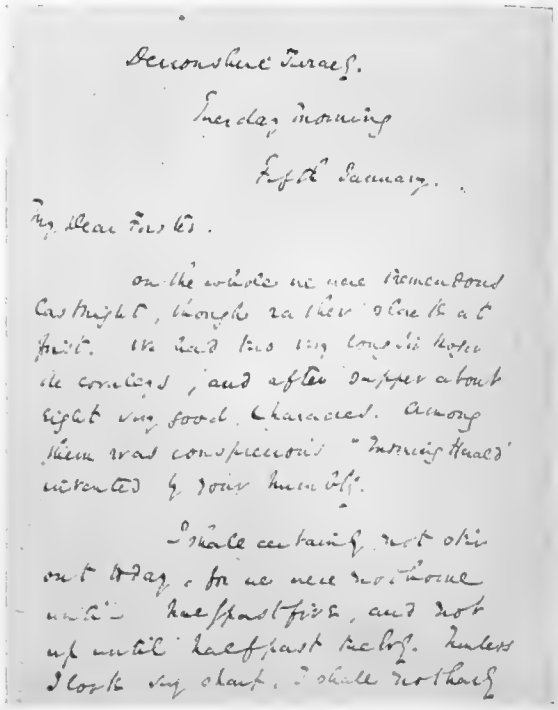
Critics, some of whom are not noted for being extravagant in their praise, have hailed Elisabeth Bergner as the greatest actress of the century. The public who have seen her in *Escape Me Never!* at the Apollo, in which she makes a success of a mediocre play, are equally enthusiastic about her. She is an actress of deep sincerity and deep understanding — she appears to live every moment of her parts. The accompanying pictures provide a unique record of some of the more important roles she has played. Much of her earlier acting was done in Berlin.



A DANGEROUS DRIVE: "Bradburys told me you were going to write, but as I have not heard from you I scrawl a very *short* note to say that we shall be home, please God, on Tuesday evening. I have taken our places by the Telegraph, albeit it is a monstrously dangerous coach. Coming down we were *twice* as nearly over as you can conceive"



THE TRIALS OF PARENTHOOD: "I am as badly off as you are. I have not done the young gentleman, nor written the preface to Grimaldi, nor thought of Oliver Twist, nor even suggested a subject for the plate. Add to this that I had no sleep last night in consequence of some vagaries of my son and heir, and I leave you to form some idea of my woeful plight"



A LATE NIGHT: "On the whole we were tremendous last night, though rather slack at first. We had two very long Sir Roger de Coverleys, and after supper about eight very good characters. Among them was conspicuous 'Morning Herald' invented by your humble. I shall certainly not stir out to-day, for we were not home until half-past five and not up until half-past twelve"

THE LETTERS OF DICKENS

To his Friend and Biographer, John Forster

"DICKENS IN HIS STUDY," by the distinguished portrait and genre painter, Maclise

JOHN FORSTER: Dickens' friend to whom the accompanying letters were written

The publication of the *Life of Christ*, the Beadnell correspondence, and the opening of the box of letters at the British Museum have aroused great interest in the whole question of Charles Dickens as a letter-writer. His official biographer, and those who wrote of him in the years immediately succeeding his death in 1870, omitted very much that was of an intimate personal character from the letters which were then accessible to them.

With the passage of time the numerous letters which poured from Charles Dickens' pen have passed into several hands. They are gathered together in some six or seven definite collections, details of which were given in a recent issue of THE SPHERE. A large number of the letters are, unfortunately, not in this country, but a fair proportion happily still remain on this side of the Atlantic.

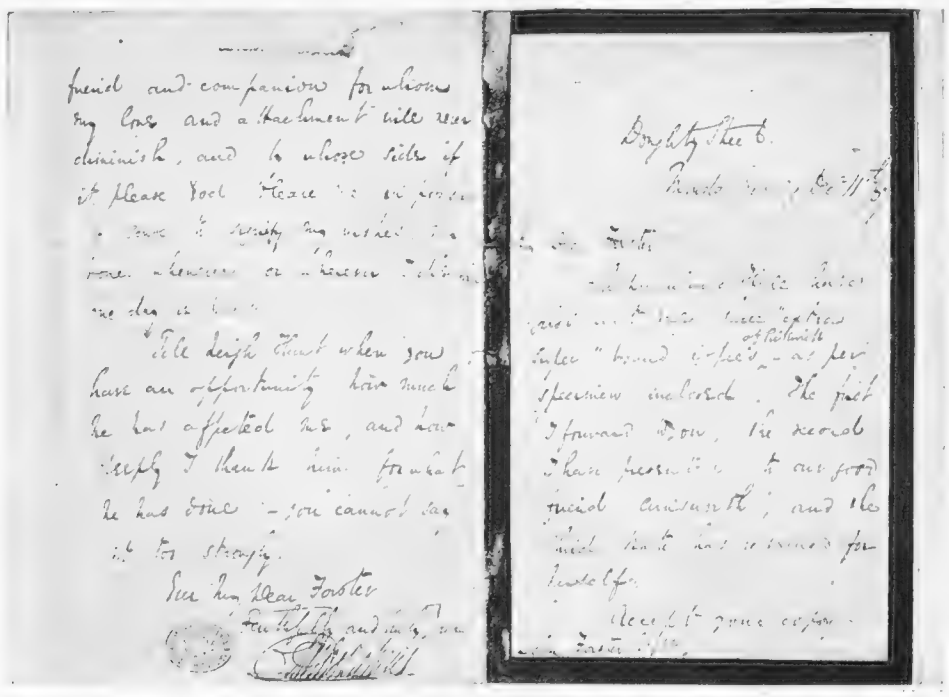
One collection is stored at the Victoria and Albert Museum as part of the Forster bequest, and it is from these letters that the material given here has been obtained. All the letters preserved at South Kensington were addressed by Dickens to his friend, John Forster, who ultimately became his biographer.

They are all of a period when Dickens was enjoying the first flush of fame—and before he was thirty years old. His friend seems to have preserved every fragment of correspondence which came from the author of the *Pickwick Papers*. There are some two hundred items, all of which are preserved in a single stout volume in quarto form, with the exception of one letter which is kept separately. The letters are mounted out so that both sides of the page can be read easily.

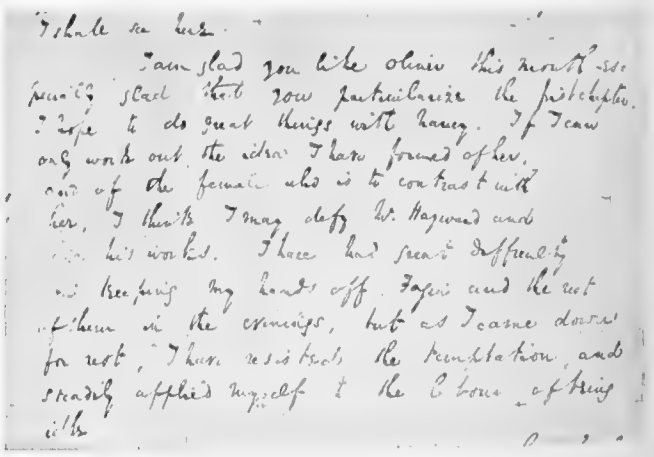
On one occasion Dickens writes that he hopes Forster will think the letter worth the sum of eightpence which he, as recipient, would have to pay to the postman. There are references to his absorption in *Nicholas Nickleby*, *Oliver Twist*, and *Old Curiosity Shop*.

The handwriting is small and, in many cases, faded to a brown tone. The letters breathe throughout a cordial affection for Forster, who, it is interesting to note, was exactly the same age as Dickens and was himself a distinguished biographical writer.

In 1848, Forster published a life of Goldsmith, and Dickens wrote that "I desire no better for my fame . . . than such a biographer."



HIS FRIENDSHIP WITH FORSTER: "Chapman and Hall have just sent me three 'extra-super bound' copies of Pickwick—as per specimen inclosed. The first I forward to you, the second I have presented to our good friend Ainsworth, and the third Kate has retained for herself. Accept your copy, John Forster, Esq., friend and companion, for whom my love and attachment will never diminish, and by whose side, if it please God, to leave me in possession of sense to signify my wishes, my bones, whenever or wherever I die, will one day be laid"



THE ENTHUSIASTIC AUTHOR: "I am glad you like Oliver this month, especially glad that you particularize the first chapter. I hope to do great things with Nancy. If I can only work out the idea I have formed of her, and of the female who is to contrast with her, I think I may defy Mr. Hayward and all his works. I have had great difficulty in keeping my hands off Fagin and the rest of them in the evenings, but as I came down for rest I have resisted the temptation, and steadily applied myself to the labour of being idle"

THE DELICACY OF ETCHING

Rural Scenes and Historic Buildings in Wales and the South Country

"CARREG CENNEN": A famous castle superbly situated on a limestone rock 300 ft. above the ravine of the Cennen, West Wales. (By E. Bouverie Hoyton)

"THE TITHE BARN AT ABBOTSBURY, DORSET": It dates from the fifteenth century and is a relic of a Benedictine monastery. In the vicinity is St. Catherine's Chapel, another fifteenth-century building. (By Maud F. Sharp)

"THE CANTERBURY WEAVERS": These picturesque half-timbered gabled houses above the Stour are well known to visitors to the cathedral city. They were once occupied by Flemish weavers. (By Maud F. Sharp)

CRANBORNE CHASE, DORSET": Many of the great trees here were cut down in 1830, but even to-day there are sturdy giants such as these to be seen. (By E. Bouverie Hoyton)

"THE RUINS OF NEWARK PRIORY, NEAR WOKING": This priory of the Order of St. Augustine was founded in or before the reign of Richard, Cœur de Lion. (By E. Bouverie Hoyton)

"PLOVERS BARROW": Another delightful study by E. Bouverie Hoyton. The etchings by this artist are reproduced here by courtesy of the Fine Art Society, Ltd., 148, New Bond Street

TOUCHES OF WHITE OR ALL-WHITE

When the Sun Shines

Perforated white buckskin is used for the practical deck or golf shoe on the right. It is unlined in order that it shall be very light and cool, and it has a flexible rubber sole with a white chrome welt. It costs 29s. 6d. at Lilley & Skinner, of 358, Oxford Street, W., and is also made in grey, brown, or beige calf

The shoes in the centre of the panel are made in black patent leather with white kid strappings, or in all-white. They are so perfectly cut that they make the foot look small and slender, and they cost 55s.

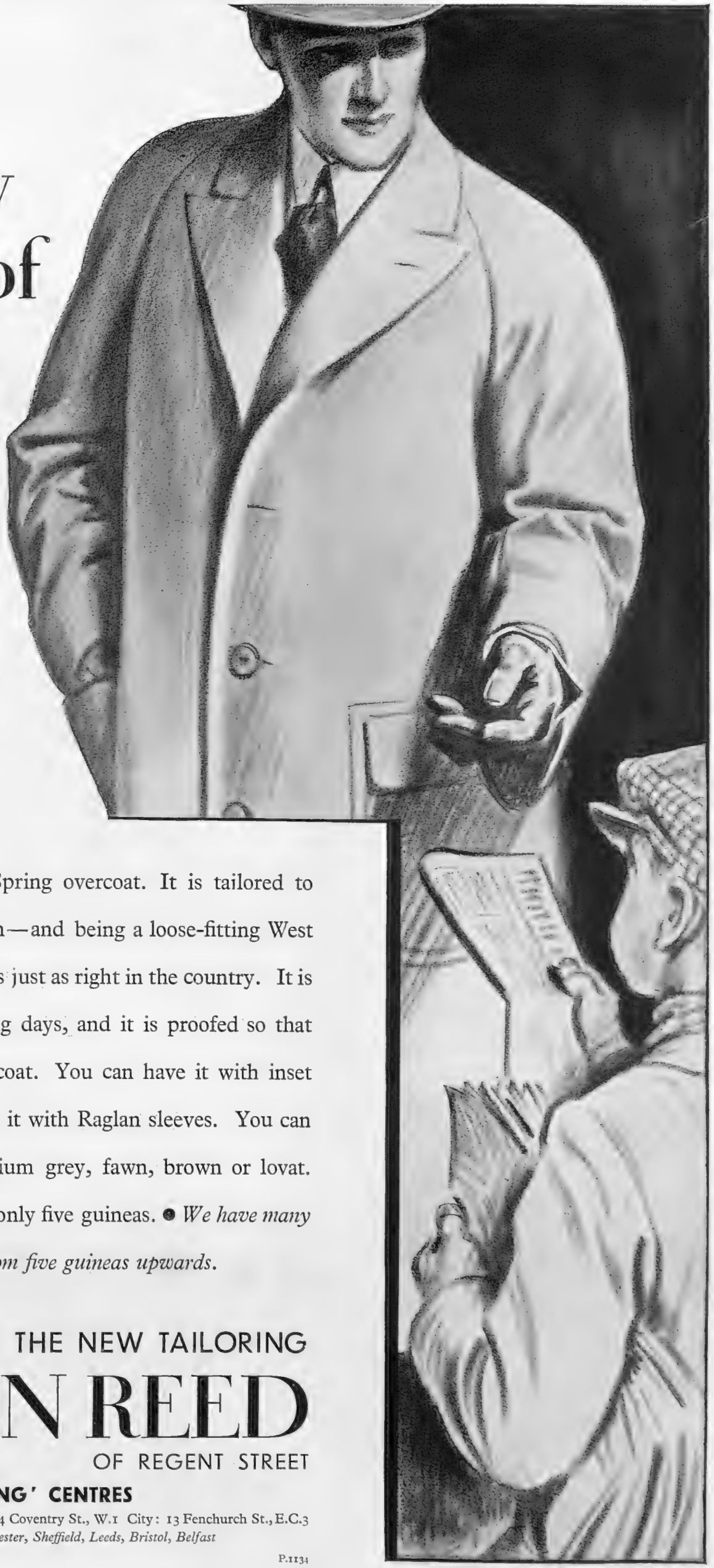
For formal wear nothing is so lovely as a Grecian court shoe. A very beautiful model completes the trio of shoes on the right. Made in white kid, the overlay is plaited across the front and threaded through a loop. The price is 63s., and the new Louis-Spanish heel with the straight front is a detail of outstanding importance

The extreme simplicity of the suit sketched immediately above is, it must be confessed, somewhat deceptive. Made in a natural coloured knitted fabric which has been specially treated so that it will neither cling to the figure nor develop an ugly bulge after one has sat in it for a few hours, the jumper is composed of squares in two definitely contrasted stitches. The plain sleeves have ribbed cuffs, the buckle of the belt is fabric-covered, and the buttons are made of wood painted to tone. This suit is also made in green

A very attractive version of the familiar basket-stitch distinguishes the hand-knitted jumper, which has a ribbed collar in white wool worked so that it looks like chenille. It is made in a number of fascinating colours all with collars in contrasting shades. With the suit and other accessories it comes from Jaeger, of 352, Oxford Street, W.

A belt no longer merely defines a waistline. It is often the most decorative part of the dress, and it always plays a very definite part in the general scheme. The one above is made of leather with an amusing bolt-fastening in copper coloured metal. Finally we come to a hat, scarf, and bag set that would ideally complement a spring or cruising suit. The hat and scarf are made in wool worked to look like chenille, the former with a flattering white halo and the latter with a white panel down the centre. These are made in brown, navy, or black and white. The bag, which is of tweed with a curly surface, has the fashionable broad base, and is commodious without being at all bulky. It has a metal clasp and a really sensible handle

.the new rainproof tweed



Here is our ideal of a Spring overcoat. It is tailored to look exactly right in town—and being a loose-fitting West of England tweed it looks just as right in the country. It is pleasant for sunny Spring days, and it is proofed so that you can use it as a raincoat. You can have it with inset sleeves, or you can have it with Raglan sleeves. You can have it in light or medium grey, fawn, brown or lovat. But in any case you pay only five guineas. ● *We have many other Spring overcoats, from five guineas upwards.*

● 151 FITTINGS IN THE NEW TAILORING

AUSTIN REED

OF REGENT STREET

ELEVEN 'NEW TAILORING' CENTRES

West End: 103-113 Regent St., W.1 24 Coventry St., W.1 City: 13 Fenchurch St., E.C.3
Glasgow, Birmingham, Liverpool, Manchester, Sheffield, Leeds, Bristol, Belfast

AUSTIN REED LTD. LONDON P.1134

THE PETROL WORLD

By A. PERCY BRADLEY, M.I.A.E., A.M.I.Mech.E.

(Clerk of the Course, Brooklands, and "Sphere" Motoring Correspondent)

The Easter holidays will see the commencement of the biggest and most important motoring season that this country has yet experienced. Practically every motor car factory reports record business, and the inevitable result will be a record number of cars on the road. Although some works are definitely behindhand with regard to deliveries, most orders will have been fulfilled before Easter Monday, April 2.

Although Easter is early, being a fortnight in advance of last year, there is no reason to suppose that the desire to drive on the open road will be any the less. The earlier date will not affect, to any great extent, the glories of spring which will await every motorist who leaves the town and ventures out into the country. Easter, in my opinion, is the finest holiday of the year from the motorists' as well as from the general point of view. The countryside is undoubtedly at its best, for it has taken on its new-found coat of green, and in April its freshness will be a hundred per cent., which is not the case either at Whitsun or during the summer. Added to the natural beauties to be enjoyed, there is the state of mind of the individual, which at this time of the year is unique. Easter marks to him and her the end of the dreary months of winter, and so we not only look forward to what is in front of us in the way of pleasant summer days, but we rejoice to think that at last the fogs and chilly winds of the past season have finished.

A VAUXHALL LIGHT SIX IN GLENCOE: The scene of the massacre of the Macdonald clan in 1692

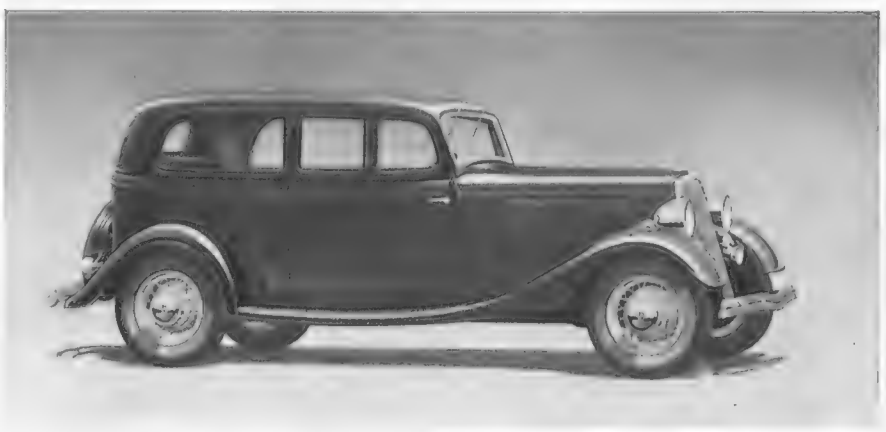
With the colossal number of cars on the road, a large number of which will be driven by people not too experienced, it behoves everyone, particularly now that so much capital is being made out of accident figures, to contribute personally to the true interests of motoring by abstaining from doing anything that might cause an accident. It is unnecessary to repeat what I might call the obvious, such as "Do not drive through a crowded village street at 60 m.p.h.," but I would like to draw the attention of road users who have not too much experience behind them to some of the more obscure "Don'ts," which all the same are quite important. If the object of the run is to drink in the fresh air and feast one's eyes on the scenery, a quiet leisurely pace is indicated. Such being the case the main highways should be avoided. A driver who saunters along the Portsmouth Road or any of the main arterial thoroughfares at fifteen miles an hour is a distinct menace to the safety of other road users. Even now our roads are none too wide, and so a slow-moving car almost invariably holds up the following traffic, for if those behind wish to overtake they are compelled, more often than not, to encroach on to the ground which should be left free for traffic coming in the opposite direction.

When there is no such traffic, overtaking entails no risk, but our roads are far from being dead straight, so that there are very few stretches where a clear view is obtainable in order to make certain that a collision will not occur if a car in a queue pulls out in order to get ahead. Nine out of ten motorists will remain in a queue behind waiting a safe opportunity to pass, but it is the tenth driver who, becoming more and more impatient, finally makes up his mind to pull out. If an accident does occur the offender is at first sight the man who took the risk, but indirectly the person who first created the situation is, in my opinion, the culprit, and he is the man at the head of the queue going along at 15 m.p.h. I can almost hear some readers saying "How shall I know whether I am going too slowly?" Fortunately the answer is very simple. Look behind in your mirror and if you see two or three cars or more forming a queue behind for any length of time, then the pace set is not fast enough. As I have said on many occasions I feel most strongly that, on main roads, when traversing open country there should be a minimum speed limit of at least 30 m.p.h., and people who go less when the road is perfectly clear should be summoned for obstruction. Readers must not imagine that I am asking everyone to tear through the country and that I have no use for people who desire to enjoy the countryside. Such is not the case, but I do say most emphatically that the correct place for meandering is on the byways and not on the highways. Fortunately, this country is blessed with wonderfully picturesque and extremely interesting secondary roads and lanes. Fifteen miles an hour or less is a very proper pace at which to travel on them.

KENT'S LARGEST SPRING MOTOR EXHIBITION opens at the premises of Rootes, Ltd., Len Engineering Works, Maidstone, on March 19, and will continue until March 24. This exhibition, always arranged at the beginning of the "Season," provides an unusually fine opportunity of examining the most comprehensive selection of all-British cars and trucks in every price class from £105 to £3,000, and including the latest Humber, Hillman, and Austin models. Rolls-Royce and 3½-litre Bentley cars with modern and luxurious coachwork by Thrupp and Maberly, who have been builders of coachwork since 1760, will also be on view

I would ask drivers to be particularly careful not to park their cars at any place where the presence of their vehicle will cause a great inconvenience to other road users. Most drivers are aware of the desirability of carrying out this injunction, but I am afraid that quite a number transgress badly through not thinking, or at any rate not thinking sufficiently. Perhaps a driver would not dream of pulling up his car on an actual acute bend on a narrow road, but how frequently do we find a car obstructing the thoroughfare just over a humped-back bridge or in the dip of a road which has a switch-back contour. For general guidance I would ask drivers not to park their cars on a road unless there is a hundred yards clear vision in each direction.

On the roads at Easter, as I said before, there will be a number of new drivers, and all that we can hope is that they have been properly taught. I regret to say that a number of budding motorists persuade their more intimate friends to give them driving lessons. Not being drivers themselves, they are not in a position to judge whether their friends are good drivers, or even if they are, whether they will make good instructors. To drive well is one matter, to be able to teach well is an entirely different affair. As a badly taught driver is a danger, not only to himself, but to all other road users near him, it is in the interests of public safety that new comers to the ranks should be taught in properly qualified schools. If any person is in doubt as to whether any particular school turns out satisfactory pupils, the information can be obtained from the appropriate department of the R.A.C. or A.A. Driving is not merely a question of pushing pedals, handling levers, or holding on to the steering wheel, there is far more than that. To be properly taught means a certain amount of tuition in the elements of mechanics and physics, to say nothing of knowing all about the Highway Code.



THE NEW FORD V-8 SALOON DE LUXE—A LUXURY CAR AT AN ECONOMIC PRICE: This 1934 model has a larger wheelbase than its predecessor and has a larger body. The amount of head, leg, and elbow room is remarkable, while another noteworthy feature is the instant and effortless acceleration. This inexpensive car is an all-Empire product, for such parts as are not manufactured in the Ford works at Dagenham are produced by the Ford Motor Company of Canada

Let me assume that the new owner has now been taught to drive properly and has taken delivery of his new car. The agent usually fixes up the licence, and more often than not the insurance, but I have known people who were determined to take out their own insurance policies, and as this frequently happens to-day a word or two on the subject will not be amiss. Cheap insurance may not be very profitable. An insurance policy is really of no earthly use to its holder until something untoward happens. More often than not its existence is forgotten until a serious accident takes place. Imagine the feelings of a motorist who in order to save a couple of pounds in twelve months finds that his insurance company has gone into liquidation, or even has cut down his claim after a smash by twenty or thirty pounds. Perhaps the result of the cheap insurance may not be quite so serious. It may only be irritating. The owner may be held up waiting for the company to sanction the necessary repairs to be put in hand. No! Cheap insurance can be very unpleasant, and I do sincerely suggest that a policy is only taken out with a company or a firm of brokers the reputation of which is well known and above suspicion.

Motorists who have been running their cars during the winter should do their utmost to have any repainting or repairs carried out immediately, before Easter is here. During the dark days shabby paintwork may not have been noticed, but with the stronger and clearer light a car may look quite *passé* in the coming month. Most owners, I think, would be surprised to know what a comparatively small sum of money is entailed in a repaint. Then again, when longer days arrive, mileages are apt to become greater, and this in turn means that reliability must be more certain. Makeshift repairs which have been good enough for the short winter runs may not prove satisfactory for the altered conditions, and so the local agent should be called in.

I have heard from the R.A.C. Touring Department that already, at the time of writing, they are receiving a very large number of requests for routes and touring information. In case some of my readers have not yet decided what to do for the Easter holidays, I will detail the six principal classes of requests that the R.A.C. have received:—

(1) Four or five day tours embracing such well-known beauty spots as the Wye Valley, Cheddar Gorge, and North Devon.

(2) Routes to North Wales, which on account of its warm winter and early spring climate is becoming increasingly popular with motorists.

(3) Short caravan holidays mainly in the South of England—the New Forest is particularly in request.

(4) Routes to Loch Ness.

(5) Routes to the bulb fields in Lincolnshire and the flower farms of Cornwall.

(6) Foreign tours, the South of France, the Dutch bulb fields, and the German Rhineland being the favourites.

The present rate of exchange, however, has had a remarkable effect in restricting foreign motor travel, and the increase in the demand for home routes is correspondingly greater.

(Continued on p. 406)

The New V-8 Saloon

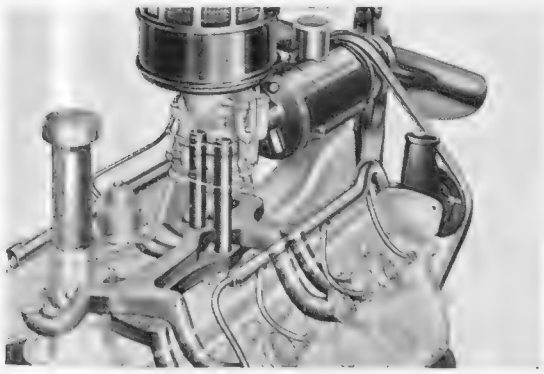
The New V-8 Saloon de Luxe (2 Doors), £255, at Works, Dagenham

Acceleration of the most sudden you have ever experienced, but without a sound, a flutter, as though the car sensed your desire to go forward, instantly, and gave effect to it: Convenience of controls that will make the longest drive as restful for you as for your passengers: All-steel, one-piece body-construction, lastingly safe, silent, strong: Equipment of the completest: Upholstery that welcomes you, and makes you loth to leave.

Aluminium cylinder-heads that give you more power than ever, from less fuel than ever: Sustained speed which makes the longest journeys all too short: Synchronised gear-change of the simplest: Brakes, steering and suspension of the very best.

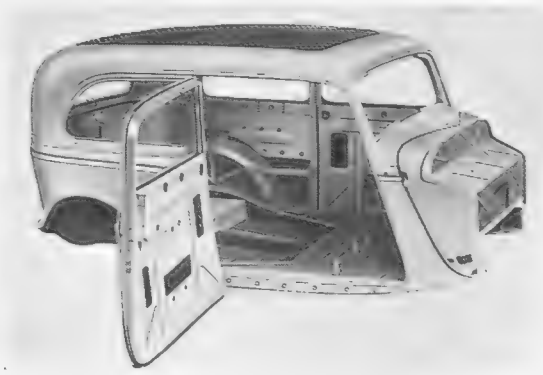
Liberal head-room, elbow-room, leg-room for everybody, fore and aft: Finish that is time-proof internally, weather-proof without: Presentability that bespeaks "breed" unquestionable, but economy, as to purchase, running and maintenance alike, just as marked as its efficiency: *And* really draught-proof ventilation, to suit every occupant of the car.

Those are just a few points of the New V-8. Permit us to send you literature, with the address of the nearest Ford dealer, who will be delighted to demonstrate all this, and more.



The dual carburation and manifolding system gives a silence, a smoothness, and yet an electrical rapidity, of acceleration unique among cars priced at less than £1,500.

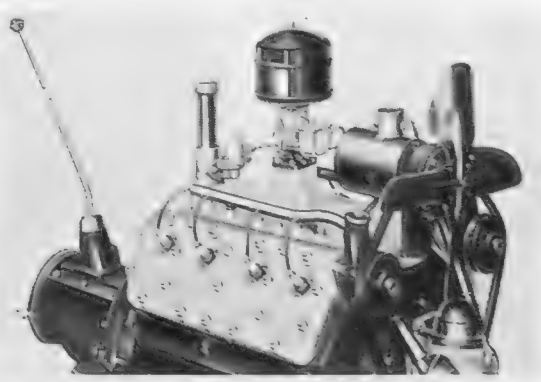
The draught-proof ventilation permits any desired degree of airiness without risk of chill, or discomfiture of non-smokers. The adjustment of the windows is instant, but rattle-proof.



All-steel, one-piece body-construction gives lasting silence, and the new bodies provide more of head-room, elbow-room, leg-room, safety and strength, than ever.

Luxuriously restful, yet almost severely chaste, upholstery and trimming, and real ease of access even on the saloon with 2 doors.

Transverse double-cantilever suspension, and torque-tube drive, give ideal comfort over bad roads, eliminate cornering roll, and relieve the suspension of all but its original function.



The aluminium cylinder-heads permit higher compression than formerly, with material improvement of power, *and* enhanced fuel-economy.

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. SHOWROOMS: 88 REGENT STREET, LONDON, W.1

FURNISHING & DECORATION by HAMPTONS

For more than a hundred years the name Hamptons has been an unquestionable guarantee of good taste and low cost

A LOUNGE IN THE MODERN STYLE

The walls are covered with Cedar, Oak, Peartree or other light wood veneers which are left their natural colour and laid on in horizontal bands. The Chairs are of steel tubular framing, upholstered in Morocco. An ample supply of electric light is afforded by horizontal candle fittings on a metal plate in the ceiling combined with wall candles.

By the application of knowledge and experience, the creation of colour schemes adapted to make the best use of local conditions, etc., Hamptons are constantly transforming rooms which, hitherto, have been found to be dull and depressing, into bright, restful rooms which it is a perpetual pleasure to be in.

Without fee or obligation, Hamptons will gladly send an expert to advise and estimate.

NEW FURNISHING BOOK (C.205) SHOWING THE LATEST PRODUCTIONS AND BEST VALUES IN FURNITURE, CARPETS, FABRICS, ETC., SENT POST FREE ON REQUEST.

HAMPTONS

PALL MALL EAST, TRAFALGAR SQ.
LONDON, S.W.1

TELEPHONES : WHITEHALL 1020

CVS—593

THE PETROL WORLD

(Continued from p. 404)

"FOR THINE ESPECIAL SAFETY": Desiring to co-operate to the fullest extent with the Safety First Movement, the Anglo-American Oil Co., Ltd., proprietors of Essolube motor oil, Pratts Ethyl, and Pratts High Test petrols, are equipping all the drivers of their vast transport fleet with distinctive white armlets

Bentley Motors (1931) Limited, have announced that their Board has elected Captain Woolf Barnato a Director of the Company. Captain Woolf Barnato was chairman of the old Bentley Company and has, of course, achieved many important successes in the motor-racing world. His personal experience of high speed, combined with reliability, is second to none. I am informed, however, that the appointment does not indicate any change in the known policy of the company, i.e., not to engage in motor racing, but it certainly links up very intimately the association between the old company and the new.

We have heard quite recently in the news that it is highly desirable to utilize large roof areas on which to paint signs for the guidance of aeroplane pilots. Provided these signs are accurate I do not think that airmen could have too many, but obviously they cost money, and no matter how air-minded a board of directors may be individually, collectively they may consider that the expenditure involved is not justified. In this connection it is interesting to recall that the directors of the well-known company which manufactures K.L.G. Sparking Plugs anticipated this demand over two years ago, by painting an arrow with the letter "H" pointing to Heston and another with a letter "C" pointing to Croydon, on a flat roof in the middle of their factory. In order to locate the position of this sign to pilots overhead the letters "K.L.G." were added. I understand that the company has received many letters from pilots stating how useful this sign has been to them. It is to be hoped that other air-minded companies will follow suit.

I have been sent by the Ever-Ready Company (Great Britain), Ltd., a sample rear lamp for a bicycle. Up to now cyclists have strongly objected to the carrying of a rear light, firstly because it would be a continual source of expense, which many could not afford, and secondly, on the ground that owing to the peculiar circumstances the light would probably go out when least desired. This Ever-Ready rear lamp is electric and complete with battery sells for the absurdly low sum of 1s. 6d., which, as the company rightly points out, is no more than the cost of a good reflector. A new battery costs 3½d. and this should not have to be inserted until after thirty-five hours' usage of the old one. There is little or nothing to go wrong and the weight of the outfit would certainly not trouble even a racing cyclist. Not being a cyclist myself I cannot test it on the road, but I have passed it on into good hands and I hope to report later on as to whether it fulfils all the high recommendations which are associated with it.

Ever since the War superchargers have been used on motor cars, and during the past six or seven years very great efforts have been made to popularize them on touring cars. Scarcely a race of importance is won by a car without a supercharger, so their efficiency as regards adding horses to the engine has been amply demonstrated. Still, as far as the ordinary touring motor car is concerned these power producers do not exist. Attempts have been made to popularize them, but I think we must assume that for the time being they are a dead letter which the ordinary motorist need not consider. Speaking the other day with Mr. Cecil Kimber, who is the big white chief of the M.G. Car Company, he told me that he was still quite convinced that superchargers would eventually become standard on many touring motor cars.

No one in this country has had more experience, and his opinion must therefore be taken seriously. We must not forget that eight or nine years ago two or three firms introduced the free-wheel on their cars, and it only lasted for about twelve months. Most people thought it was dead and buried, but as we all know now it has suddenly been resurrected with great success. History may easily repeat itself in connection with superchargers, so it will be unwise to state definitely that they will never be heard of again on a standard car.

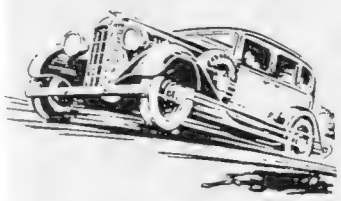
British motorists who may be contemplating touring abroad during the coming season will be interested in the announcement made by the R.A.C. and the A.A. that from now on Customs papers can be secured against a cash deposit of £20 for a car and £5 for a motor cycle instead of £50 and £10 respectively, which have hitherto been the amounts lodged with the R.A.C. and the A.A. as part security on account of the duty liability.

A fixture list containing all the events on the International Calendar, and also the principal British competitions has been compiled by the R.A.C. for the benefit of those interested in motoring sport. Copies are obtainable from the Secretary, R.A.C., Pall Mall, London, S.W.1, without charge on receipt of a stamped addressed envelope.

Much is heard nowadays regarding non-skid road surfaces, and all motorists will be grateful for any publicity which will help to impress upon road authorities their responsibilities in this respect. There is another point which is inclined to escape notice, namely the chaotic condition of corners. Even on new roads built to-day many of the corners are not banked, and some of those that are constructed in this way are insufficiently inclined. It has taken a long time to overcome prejudice in this respect and to convince bearded old councillors that a Brooklands-banked corner was not going to make every car go round at 100 m.p.h. Modern methods having now been approved, the Ministry of Transport should definitely insist that the super elevation is uniform for corners struck on similar radii. If this is not done we definitely have a dangerous piece of road, particularly if the surface is wet. I would like to see all corners constructed in this way for I am sure that it would materially assist to reduce the number of accidents.

ROOMINESS

A luxurious four-seater saloon with space for a fifth if need be. Deep form-fitting seats with real leather upholstery. Leg room to suit a "six-footer," with lots of head and elbow room.



PERFORMANCE

Exhilarating acceleration that is remarkably smooth and quiet. From walking pace to 50 m.p.h. in just over 20 seconds. Fine turn of speed, the 14 h.p. model 65–70 m.p.h., the 12 h.p. model 60–65 m.p.h. 25 to 30 miles per gallon.

NO-DRAUGHT VENTILATION

Vauxhall's new boon to motoring comfort gives fresh air without draughts. As much fresh air as you want without draughts to other passengers. No more stuffiness and tobacco fumes.

EASY GEAR CHANGE

You can make a faultless gear change every time with Vauxhall Super Synchro-Mesh. No double-declutching — no feeling for gears—nothing new to learn, just some of the old, tedious things to forget. 4 speed gearbox. Silent third.

THE CAR SUCCESS OF THE YEAR—*AND WHY*

Over 13,000 motorists have been content to wait weeks for delivery of this Light Six by Vauxhall. Even with nine months' day-and-night work the Vauxhall factory was not able to cope with the rush of orders.

And now this *one* snag is removed. Factory extensions costing over £500,000 now enable Vauxhall to meet the demand. For the first time since last June you can now get normal delivery of a Vauxhall Light Six.

All the good things that go to make up your ideal Light Six are in the Vauxhall. Big car comfort—brisk acceleration—real petrol economy—Synchro-Mesh easy gear change—together with the new special No-Draught system of ventilation. From bumper to bumper it is every inch a Vauxhall, with its stylish modern lines backed by thirty years' experience in building high-grade cars.

Your local Vauxhall dealer will be glad to give you a demonstration, or write direct to Vauxhall Motors Ltd., Edgware Road, The Hyde, N.W.9.

VAUXHALL

LIGHT SIX—12 h.p. & 14 h.p.

STANDARD SALOON (12 h.p. model only) **£195** *Sliding Roof £5 extra.*
DE LUXE SALOON (12 h.p. or 14 h.p.) *with Vauxhall No-Draught Ventilation and eleven other refinements* **£215.**

The 12 h.p. model for true Vauxhall performance at lowest operating costs.
The 14 h.p. model for the maximum acceleration and an extra turn of speed.

VAUXHALL BIG SIX—Light Six value on a larger scale. 20 h.p. Saloon with Vauxhall No-Draught Ventilation, £325. 7-seater Limousine, £550.

THE GANGSTER'S LAWYER

The Biography of a Man who has Robbed the Electric Chair of its Victims at Eighty-five Consecutive Trials

We all know the intriguing moment when the Police Commissioner, who is paying an ostensibly friendly call on the super-super gangster, says: "Well, Fred,"—or Joe, or Tony, or Al, or whatever it is—"I guess I'll have to ask you to come along to the Police Headquarters."

The oiled and bejewelled super-super gangster then picks up the latest thing in ornamental telephone gadgets and says, "Sure, I'll be with you right now, but I reckon I'll 'phone up my lawyer and have him meet us there."

Now why does he telephone to his lawyer? Because if his lawyer sees him arrive at Police Headquarters in good shape, the Third Degree Squad can't "grill" him or "beat him up" in such a way that the police have to explain to the court later that the prisoner fell out of a car on the way down town.

If you doubt this, meet the lawyer who once took this precaution in the case of Al Capone. The lawyer is Mr. Samuel S. Leibowitz, whose hectic biography under the title of *Not Guilty* has been written by Mr. Fred D. Pasley, and is now published by Messrs. G. P. Putnam's Sons, New York. And here, in parenthesis, I have a slight complaint against Messrs. G. P. Putnam's Sons. For English consumption they should have made it clear that this is really a biography and not a work of fiction; otherwise the uninitiated might well read the opening chapters under the impression that he was getting the best "Edgar Wallace." For the story of Sam Leibowitz is, quite frankly, staggering. It is his boast that he has robbed the electric chair of its victims in eighty-five consecutive trials for murder of the first degree. A remarkable record, especially when it has been compiled within a space of ten years by a young Jew who was brought up in the Bowery. But perhaps that's where he got his knowledge of the psychology of crooks.

His father's name was Lebeau, but he changed it to Leibowitz in order—Heaven help us!—to make it sound more American. Sam got to the Bar and finally started in on his own in a "cubicle room in a realty office." Now he operates from a luxurious apartment on the 42nd floor of 225, Broadway, Lower Manhattan. He has a young woman receptionist, "pleasantly sophisticated, fetchingly tailored," with a "soothing voice of Ethel Barrymore huskiness." His general factotum is an ex-crook by the name of Terry who keeps him wise on all points, and incidentally calls him "Sam." Anyway, by masterly attention to technical details, infinite patience in securing the jury he wants—he thinks nothing of taking a couple of weeks to select one—by the devastating cross-examination of State witnesses, and finally by flights of perfervid oratory, "Showman" Leibowitz always gets his "not guilty."

And what murder! This book is a reeking record of the stews of the underworld, of cupidity and graft, and of cruelty in crime that is almost unbelievable. Its pages are crowded with the stories of stool pigeons, gunmen, and all the hangers-on of racketeers, mostly brought into being because "Volsted with its crazy sumptuary legislation had spawned the illicit booze industry." There are policemen who "frame" prisoners, policemen who graft, even a policemen who fired charges from an ammonia pistol into his prisoner's cell. Now and again above this human cesspool there looms up some clean and upright figure, such as that of Police Commissioner Mulrooney of New York.

And through this mess wades Leibowitz with his triumphant slogan of "Not Guilty." No wonder they said of him that he had "made murder safe in New York." They even tried to "frame" him for conspiracy to obstruct justice.

Leibowitz, however, has never done more than take advantage of the American law as it stands.

W. H.-W.

THE LOUNGE OF THE TWIN-SCREW MOTOR SHIP, "ISIPINGO": The vessel has been decorated and furnished throughout by Messrs. Hampton and Sons, Ltd., of Pall Mall East, London, S.W.1. The restrained modern style of this room is decidedly pleasing, and Messrs. Hampton have succeeded in giving it an air both of dignity and homeliness

A BOOK LIST

JARROLDS.—THREE ROADS FROM PARADISE. By Larry Barretto. 7s. 6d. net. MEN ARE UNWISE. By Ethel Mannin. 7s. 6d. net. LIFE IN THE MAKING. By Alan Frank Guttmacher. Illustrated. 10s. 6d. net. HYDE PARK ORATOR. By Bonar Thompson. With Preface by Sean O'Casey. 10s. 6d. net. HURST & BLACKETT.—ERIE WATER. By Walter D. Edmonds. 10s. 6d. net. ERNEST BENN, LTD.—DEATH AMONG THE SUN BATHERS. By E. R. Punshon. 7s. 6d. net. STANLEY PAUL & CO.—ROMANCE AND REALISM IN THE NEAR EAST. By Edith Nepean. Illustrated. 16s. net. METHUEN.—THE NINE MAGAZINES OF KODANSHA: The Autobiography of a Japanese Publisher. By Seiji Noma. With an Introduction by J. W. Robertson-Scott. Illustrated. 10s. 6d. net. OUTLINES OF BUDDHISM: An Historical Sketch. By Mrs. Rhys Davids. 5s. net. MACMILLAN.—AN ANTHOLOGY OF WIT. Selected by Guy Boas. 6s. net. A. & C. BLACK.—ENGLISH DOMESTIC SILVER. By C. C. Oman. Illustrated. 7s. 6d. net. T. WERNER LAURIE, LTD.—THE STREET OF PAINTED LIPS. By Maurice Dekobra. Translated from *La Rue des Bouches Peintres*. By Metcalfe Wood. 7s. 6d. net. GRAYSON & GRAYSON.—THE ANGEL. By Peter Traill. 7s. 6d. net. WINDS OF WINTER. By D. M. Locke. 7s. 6d. net. R. COBDEN-SANDERSON, LTD.—LUMINOUS ISLE. By Eliot Bliss. 8s. 6d. net. CRANLEY & DAY.—THE CASE OF DR. TRACEY. By R. A. Here. 7s. 6d net. IVOR NICHOLSON & WATSON.—FAMILY SKELETON. By Kathleen Coyle. 7s. 6d. net. THE PADRE OF ST. JACOB'S. By Stephen Graham. 7s. 6d. net. D. APPLETON-CENTURY CO.—SCARLET WOMAN. By Octavus Roy Cohen. 7s. 6d. net. HUTCHINSON & CO.—THE LIGHTER SIDE OF THE WAR: Experiences of a Civilian in Uniform. By A. Cecil Alport. Illustrated. 18s. net. WRITTEN FOR ELIZABETH. By Margaret Morrison. 7s. 6d. net. ALEXANDER MACLEHOSE & CO.—WALKING IN THE NEW FOREST. By Joan Begbie. Illustrated. 7s. 6d. net. HAMISH HAMILTON.—SEA LEVEL. By Anne Parrish. 7s. 6d. net. LOVAT DICKSON.—SEE HOW THEY RUN. By Alan Kennington. 7s. 6d. net. THE SILVER DOG. By Alison McDougall. 7s. 6d. net. MEN OF GOOD WILL. By Jules Romains: Book III—CHILDHOOD'S LOVES. Translated by Warre B. Wells. 7s. 6d. net. LONGMANS.—THE TRAVELLING COMPANION. By Norman Walker. 7s. 6d. net. THE NATIONAL CHARACTER. By Arthur Bryant. 5s. net. FOXHUNTING. By J. R. Young. (The English Heritage Series.) 3s. 6d. net. KEGAN PAUL.—THE RESTORATION THEATRE. By Montague Summers. Illustrated. 15s. net. JOHN MURRAY.—PORT O' MISSING MEN: Strange Tales of the Stranger Regiment. By Percival Christopher Wren. 7s. 6d. net.

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

The Society are appealing for donations to assist them in their great work of training 1,100 poor boys and girls to become good and useful men and women. The Society have Homes at Bisley, Esher, London, Orpington, Royston, and Twickenham, and the Training Ship, *Arethusa*. Will readers of THE SPHERE please help to maintain this large family of 1,100? All gifts will be gratefully acknowledged from the Society's Headquarters, 164, Shaftesbury Avenue, London, W.C.2.

THE ARYAN PATH

The *word* Aryan is not used in its modern ethnological and anthropological sense. *The Aryan Path* stands for that which is noble in East and West alike, in ancient times as in modern eras.

Vol. V. No. 3

Principal March Contents

PSYCHISM: ITS DANGERS AND USES — Hugh I'A. Fausset

NATIONALISM: PAST FAILURES AND FUTURE HOPES

I. Nationalism and Religion — Dr. Hans Kohn
II. The Use of Religion in Nationalism — R. Chatterjee
III. Nationalism and Aristocracy in Asia — Philippe Mairet

PARACELSUS—Part II. — Geoffrey West

WHEN WE MAY COMPROMISE

I. The Ancient View — G. V. Ketkar
II. The Modern View — C. E. M. Joad

CHRIST AND SATAN — J. Middleton Murry

REVIEWS, CORRESPONDENCE, ETC.

Yearly Subscription 20/-, Half-yearly 10/-, Single Copies 2/- (post free).

20, GROSVENOR PLACE, LONDON, S.W.1

SUBSCRIPTION RATES OF *The Sphere*

Published Weekly at 1/-	Twelve months, including Double and Xmas Nos.	Six months, including Double Nos.	Three months, no extras.
AT HOME ...	£3 0s. 10d.	£1 10s. 5d.	15s. 3d.
CANADA ...	£3 0s. 8d.	£1 10s. 4d.	15s. 2d.
ELSEWHERE ABROAD	£3 9s. 6d.	£1 14s. 9d.	17s. 5d.

ORDER FORM

TO THE PUBLISHER OF *The Sphere*,
346, STRAND, LONDON, W.C.2

Please send me THE SPHERE *weekly for* _____ *months, commencing with the issue of* _____

for which I enclose _____

Name _____

Address _____

_____

Date _____ 1934

DON'T MISS the detail!

of distant objects.

The "VEDET"

Pocket Prism

TELESCOPE

is of the same construction as prism binoculars but has only one barrel, giving much easier focusing. Weighs only 7 ozs., is but 4 ins. in length, and easily slips in the pocket or handbag, being always at hand.

Magnification 8 diameters. Invaluable when on holiday, cruising, at regattas, race meetings, shoots, etc.

Complete in soft leather pouch for pocket or handbag.

PRICE **£3-17-6**

Write for full particulars.

W. WATSON & SONS, LTD.,
313 HIGH HOLBORN, LONDON, W.C.1

Test for 1 Month

and you will be absolutely convinced that the

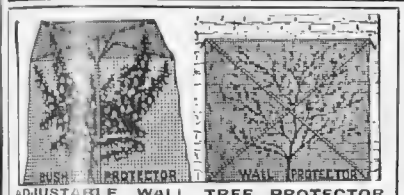
VIBRAPHONE

is the best-by-test of all appliances for the relief of

DEAFNESS

So revolutionary is the principle of the Vibraphone that it has gone from success to success in every country of the world. Quite safe, non-electrical, practically invisible. No batteries or wires, or any other attachments. Used by professional men. Write, 'phone or call for **Booklet** and details of **Trial Offer.** Consultations: 9 to 6.

VIBRAPHONE CO., 25, Triumph House, 189 Regent St., London W.1. *Tel.* Regent 5630



ADJUSTABLE WALL TREE PROTECTOR
BUSH TREE PROTECTOR
TRANSFERABLE FRUIT CAGE
NEW REMOVABLE TENNIS SURROUND
CHEAPEST AND BEST GARDEN NETTINGS
Apply for Illustrated Booklet giving prices
MAJOR C. WALKER, Dept. K, Brecon, South Wales

BREAST SUPPORTER

Beware of Harmful Substitutes
WHICH NEITHER SUPPORT nor UPLIFT

The illustration shows left breast supported and right unsupported. Only **JOUJOU BREAST SUPPORTER** gives this correct improvement; must be worn day and night. **GUARDS** against **CANCER, TUMOUR, MASTITIS,** and relieves **PAIN** immediately.

ALSO A NEW INVENTION FOR AMPUTATION. Prices on application.

Joujou Breast Supporter with Pad.
Trade Mark. Regd. Design. Copyright Reserved.

JOUJOU CORSETS, BELTS & MATERNITY BELTS
Prices on application.

WITHOUT & WITH

WARNING
To solve the problem of painful breasts wear JOUJOU Breast Supporter which will immediately give relief. Do not delay as it is fatal. We have saved many thousands of breasts from amputation.

Pink Silk or Net, detachable straps, from **52/6**

Loose breasts or maternity, **32/6** White material.

For drooping heavy figures, **38/6**

Please state Bust and Underbust measurements.

For small figures only in fine white material, **15/6**

Very Low-back Models, **63/-**

HOSIERY, BATHING COSTUMES, etc.

Various prices for one's requirements and taste.

Orders guaranteed immediately executed by return post. Free Illustrated Circular.

If not satisfactory, money refunded in U.K. only on receipt of goods by return post. Personal fitting when calling, or send your order.

Post free only in U.K. Obtainable only from—

"JOUJOU" Co. Dept. S.328 1734
32, BAKER STREET, LONDON, W.1

Telephone - WELBECK 1249

Stratford-on-Avon

BUT

SHELL

on the Road

YOU CAN BE SURE OF SHELL

SPRING

The Ideal Time for Cruising in the Mediterranean: Details of Forthcoming Sailings

Of all the seasons in the year I think spring-time in the Mediterranean is the best, whether it be for cruising or for holiday-making in favoured spots along its many shores. For then almost everything that grows wears its newest and brightest garb. Trees of varied kinds, later on to bear a rich burden of fruit, are a mass of white and rose-coloured bloom, flowers spangle the fields and hillsides, the grass is a shade of the most delicate green, and the leaves of the plants show a variety of tints that fascinate.

The weather, too, is usually very kind, for the days, always lengthening, are bright and sunny, with a freshness which is very bracing, and the atmosphere is clear. Spring is the time, too, for sight-seeing, for the temperature then favours exercise, and there are some places of interest that call for quite an amount of walking and climbing.

What a thrill one gets as one steams into the Mediterranean for the first time, past the historic Rock of Gibraltar, with Ceuta showing up boldly on the North African coast, with its "Pillar of Hercules," for its waters lave the shores of lands where civilization first arose—Egypt and Crete, later to spread to the coast of Palestine, and to give birth to a great race of over-seas traders, the Phœnicians, who, following the example of Egyptian mariners in the Mediterranean, thoroughly explored its many waters, the lands bordering them, and the islands therein, and then developed a trade which was the foundation of the international commerce of to-day. We picture them in their frail craft landing at a spot on the North African coast near to Tunis, and establishing a colony there which was to grow into mighty Carthage and challenge the might of Rome; and then we see the beginnings of sea-conflict in the Mediterranean—the stirring sea-fights between the Greeks and the Persians, and, as Westerns, we recall with pride the Grecian victory of Salamis. Follow, the fights between the galleys of Rome and Carthage, leaving the Roman supreme—to fly the Imperial flag victoriously throughout the length and breadth of the Mediterranean.

And then come other stout warriors and seafaring men into the Mediterranean from the far North, the Vikings first, to ravage the coast of distant Egypt, and to sail into the Black Sea, and open up a land trade route, through Russia, with their own Scandinavian lands. Next Northmen, to settle eventually in Sicily, and to give rise in Southern Europe to many a Norman king and to dominate Mediterranean waters until certain men from the East, after trials of strength with the Crusaders, seize upon the remnants of the Eastern Roman or Byzantine Empire, and found a kingdom, with a capital at Constantinople, which sends forth Moslem fleets to harry every Christian Mediterranean land. More difficult for us to realize now are those desperate fights at sea between the rival fleets of the great maritime free cities and republics of Venice and Pisa and Genoa, each greedy for a larger slice of the lucrative trade with the East; far easier to comprehend the terrific combats between the vessels of Christian countries and those of the dreaded Algerine and Barbary corsairs so soundly trounced by our Admiral Blake and later by Lord Exmouth. And last of the scenes of history to flit across our mind as we steam along over Mediterranean waters are those of the long and determined struggle for sea-power between France and England, when every other British naval hero of those times is overshadowed by the fragile figure of Nelson.

Small wonder that the Mediterranean makes such a strong appeal to those on cruising bent, for these thousands of years of trading intercourse and stirring history have left an impress upon every one of its lands which adds tremendously to the natural beauty and climatic advantages they possess, for human interest is a powerful factor in the choice of a holiday tour, or centre, and the blend of race, costume, and custom you find in so many of the Mediterranean lands is a never-failing source of entertainment to the tourist.

The variety offered by the Mediterranean cruise is little short of astounding; that such should be possible within the compass of a ten, fourteen, or twenty day cruise, seems incredible—cities of Andalusia, with scenes of the gayest Spanish life, their treasures of art and architecture; the Alhambra, Moorish marvel of the world; the sun-flooded fertile plain of Malaga, with its wealth of fruit; Barcelona, Catalonia's charming capital; old-world Palma and the beauty of its island setting; Monte Carlo, the world's most fashionable resort by the sea; Civita Vecchia, for Rome, and all that Rome means; Naples with its incomparable bay, awe-inspiring Vesuvius, and the amazing remains of a past age at Herculaneum and Pompeii; the grandeur of Capri's rocky coast, and the splendour of Palermo among its mountains; medieval Malta, and its megalithic monuments; the fascinating coast of Dalmatia, with its walled towns; Venice, with its marble palace of the Doges, and its maze of waterways; Athens and the Acropolis; Rhodes and Cyprus, isles of the Crusaders, where romance lurks in almost every stone; Istanbul, St. Sophia, and the Golden Horn; Beirut, in Syria, with its memories of Herod the Great, Agrippa, Baldwin the Crusader, and Saladin, and its mountains of Lebanon, port for Damascus, and the ruins of Baalbek; Haifa, in Palestine, at the foot of Mount Carmel, near to historic Acre Bay, and within easy distance of the Holy City—Jerusalem; Alexandria, for Egypt, Cairo, the Nile, and the Pyramids; Tripoli, with its enchanting scenes of North African life; Tunis, for all that remains of once proud Carthage; Algiers, once a pirate stronghold, and where now the luxury of Western civilization mingles with Berber modes, and spacious boulevards fringe narrow streets and darkened alleyways; and Tangier—a Moroccan medley, with an international zone, and where once soldiers of England garrisoned the stout forts which remain — sentinels over its stirring past!

All of these you will not see in one trip, but you will see a selection from among them which will provide you with a very comprehensive picture of the many races, lands, and civilizations which are to be found within the zone of the Mediterranean.

During the coming months, cruises which include most of the places mentioned are announced by the Canadian Pacific Line and by the Orient Line, favourite cruising liners being utilized for the purpose, and there can be no more pleasant method of spending a spring holiday than by taking advantage of these facilities; moreover the Orient Line have made arrangements whereby holidaymakers in the Mediterranean can travel by their regular liners to various centres such as Gibraltar, Palma, Toulon, Naples, and Port Said, and spend such time as they wish in viewing places of interest within easy reach—i.e., Tangier from Gibraltar, the French Riviera from Toulon, Sorrento, Capri, Sicily, Malta, and Tripoli, from Naples, and Palestine and Cairo from Port Said—and then return by Orient liner, or from Naples or Toulon by rail, or by liners of the Bibby, British India, Aberdeen and Commonwealth, Henderson, P. & O., Nederland Royal Mail, Union Castle, Blue Funnel, and Rotterdam Lloyd lines; and the Bibby Line make a speciality of taking passengers for the Mediterranean to Gibraltar or Marseilles by the outward liners on their regular Egypt, Burma, and Ceylon service, and arranging their return by any homeward vessel within a year's limit at a reduced fare.

Spring cruises in the Mediterranean are also announced by the White Star, Cunard, Royal Mail, and B. and N. lines, and, by their weekly service, the Lloyd Triestino; and one may add that Messrs. Thos. Cook and Son book for all these cruises, and are ready at all times to give every assistance possible to intending passengers.

"THE BURST OF SPRING IN THE UNFOLDING SOUTH"

BIBBY LINE

FIRST - CLASS PASSENGERS ONLY.

FORTNIGHTLY SAILINGS.

SEVEN DAY CONTINENTAL CRUISES

London to Liverpool via Antwerp and Hamburg.

Fares from 8 to 10 Guineas

including third-class rail Liverpool to Tilbury or equivalent ticket.

MEDITERRANEAN CRUISES

GIBRALTAR — **Return Fare £16**

MARSEILLES — **Return Fare £20**

EASTER HOLIDAY SAILING

M.V. SHROPSHIRE, from LIVERPOOL, MARCH 29

GIBRALTAR — For South Spain and Morocco. **Return Fare £16**

MARSEILLES — For the Riviera. **Return Fare £20**

Write for Illustrated Booklet to:—**BIBBY BROS. & CO.**
Martins Bank Building, Water Street, LIVERPOOL
22, Pall Mall - - - LONDON, S.W.1

Or any Passenger Booking Agency.

SPRING CRUISES

'ATLANTIS'

FOR CRUISING AT ITS BEST

APRIL 20. From Southampton to Algiers, Egypt, Palestine, Rhodes, Aegean Isles, Greece, Malta, etc.
26 DAYS - - **Fares from 47 guineas**

Other 'Atlantis' cruises to the Mediterranean on March 29, May 18, June 15. 14-20 days. From 24-37 gns. & upwards

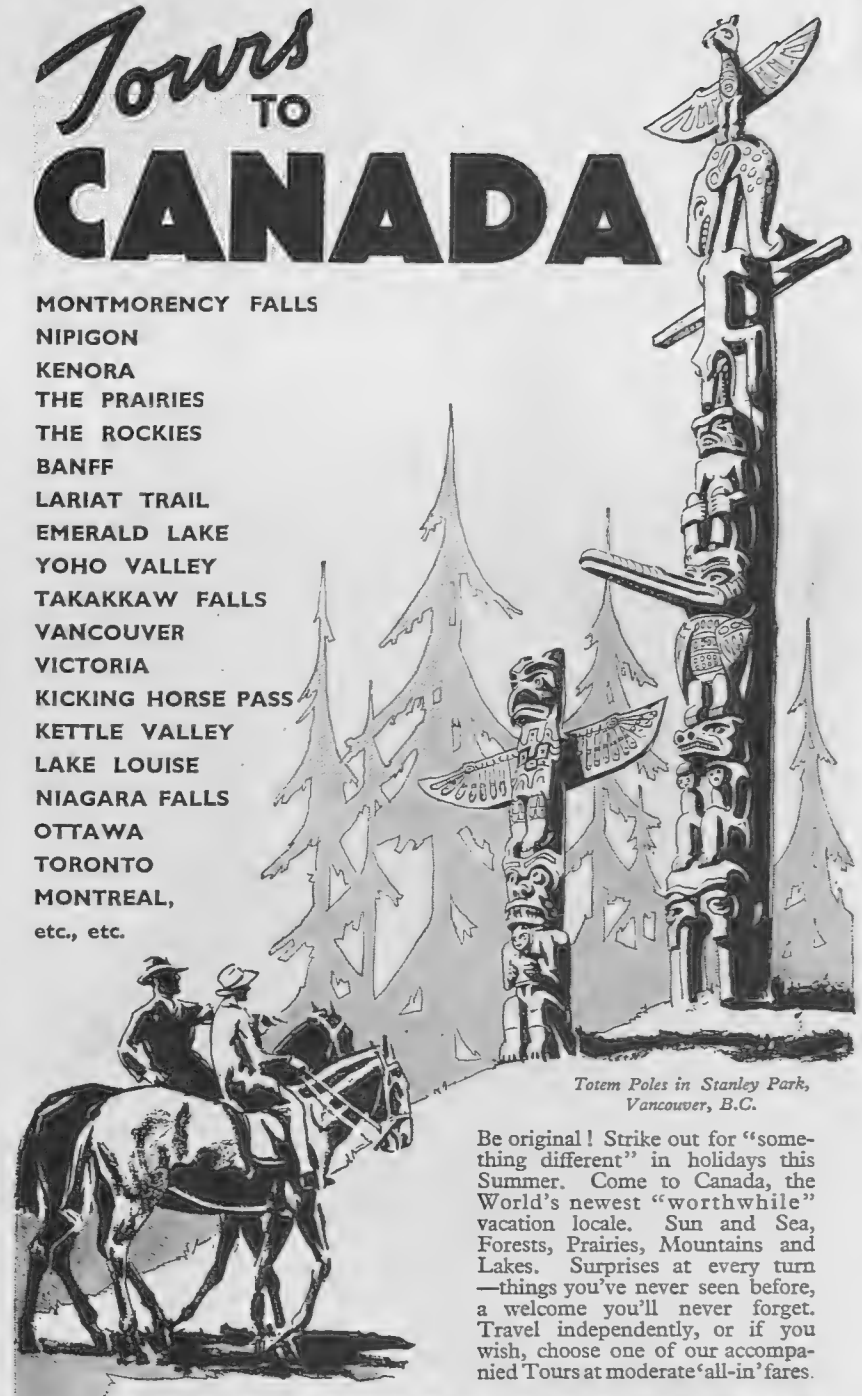
FIRST CLASS ONLY. MANY NEW FEATURES. LIMITED TO 400 PASSENGERS. ONE SITTING AT MEALS. HOT AND COLD RUNNING WATER IN ALL CABINS . . . *Write for illustrated folder :—*

ROYAL MAIL

ROYAL MAIL LINES LIMITED America House, Cockspur St., S.W.1. Royal Mail House, Leadenhall St., E.C.3 Southampton, Liverpool, Birmingham, Manchester, Cardiff, Glasgow or Local Agents.

Tours TO CANADA

MONTMORENCY FALLS
NIPIGON
KENORA
THE PRAIRIES
THE ROCKIES
BANFF
LARIAT TRAIL
EMERALD LAKE
YOHO VALLEY
TAKAKKAW FALLS
VANCOUVER
VICTORIA
KICKING HORSE PASS
KETTLE VALLEY
LAKE LOUISE
NIAGARA FALLS
OTTAWA
TORONTO
MONTREAL,
etc., etc.



Totem Poles in Stanley Park, Vancouver, B.C.

Be original! Strike out for "something different" in holidays this Summer. Come to Canada, the World's newest "worthwhile" vacation locale. Sun and Sea, Forests, Prairies, Mountains and Lakes. Surprises at every turn—things you've never seen before, a welcome you'll never forget. Travel independently, or if you wish, choose one of our accompanied Tours at moderate 'all-in' fares.

ACROSS CANADA TOUR

A magnificent 12,000 miles Tour, starting from Liverpool July 27 by s.s. DUCHESS OF BEDFORD, crossing to Quebec via the smooth and picturesque St. Lawrence Seaway and visiting in comfort all the principal Cities, Towns and Beauty Spots across Canada from the Atlantic coast to the Pacific. This Super-holiday sightseeing tour (which will be personally accompanied throughout) embraces much of the Empire's most spectacular scenery. Tour duration 7 weeks.

New low fare covers everything.

SHORT TOURS

Also 14 short Conducted Tours to Eastern Canada and U.S.A., leaving June to September—varying in duration from 21 to 31 days, and visiting (according to itinerary) :—

Quebec, Montreal, Ottawa, Toronto, Niagara Falls, French River, Chicago, Detroit, Washington, New York, Boston, Albany, &c.

New low fares cover everything.

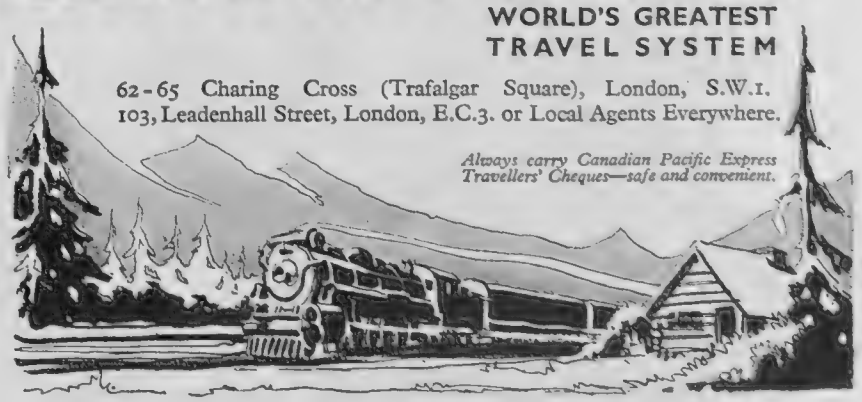
Write for Illustrated Canadian Tours Handbook,

CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

62-65 Charing Cross (Trafalgar Square), London, S.W.1.
103, Leadenhall Street, London, E.C.3. or Local Agents Everywhere.

Always carry Canadian Pacific Express Travellers' Cheques—safe and convenient.



"THE SUNNY COAST" OF PORTUGAL

25 minutes from Lisbon by electric railway.
The most agreeable climate in Europe.
Wonderful centre for excursions.

Beautiful sandy beach

ALL KINDS OF ATTRACTIONS,
SPORTS AND AMUSEMENTS

GRAND CASINO
situated in the world's finest Park

INTERNATIONAL CASINO

ESTORIL-PALACIO HOTEL
Most luxuriously furnished—modern comforts—splendid grounds

HOTEL DU PARC

Numerous de luxe hotels, boarding-houses and villas.

**SUNSHINE, FLOWERS,
UNCHANGING BLUE SKIES
SEASON ALL YEAR ROUND**

For information and literature apply to Estoril-Propagande, Casa du Portugal, 20 Regent Street, London, or 7 rue Scribe, Paris; or write to Sociedad de Propaganda da Costa do Sol, Estoril, Portugal.

WELL LAID-OUT GARDENS AND PALATIAL HOTELS: An aerial view of Estoril—a popular resort both in winter and summer

SUNNY ESTORIL

Portugal's Premier Plage — Every Facility for Sport and Entertainment

There can be little doubt that Estoril has established its reputation as one of the most charming resorts by the sea in Southern Europe, and for all the seasons of the year, for its sheltered position, facing due South, gives it a mild and yet bracing winter climate, whilst in the summer-time cooling southern breezes temper the heat and make it extremely enjoyable for outdoor life and sport in the radiant sunshine. Spring, in Estoril, is warm and sunny, and it is then that sea and sun-bathing commence in real earnest on its delightful bathing-beaches, whilst the beautiful country-side near by is radiant in blossom and a wealth of greenery —of turf and leaf.

The view of Estoril one gets from the sea, on the way to Lisbon, just after rounding Cape Roca, and when one's steamer is about to enter the Tagus, with its sand-bar gleaming golden in the sunshine, is perfect.

You see a gently-shelving beach, low cliffs, with pretty villas perched almost on their edge, embowered in the foliage of trees and shrubs, and here and there, standing out boldly from a background of green, high buildings of white, reflecting the strong sunlight and almost dazzling to the eye, and beyond all a range of high hills of pleasing contour.

Ashore you find the same enchantment which distance lent to the scene, for Estoril has a lay-out of great beauty; broad, tree-lined avenues, wide open spaces in which the pine, the eucalyptus, and the palm thrive, and beds of flowers of brilliant colouring and sweet-scented shrubs lend their fragrance to the air; a splendid promenade along by the sea, and villas of tasteful design, with room about them for light and air.

In a very central position there is a fine park, and here, amongst its beautiful grounds, are the casino, a modern and luxurious building, with well-appointed salons for baccarat and roulette, a theatre, a cinema, concert and dancing hall, and here, too, there is an up-to-date spa, with mineral-medicinal waters of great therapeutic value, where the latest methods of hydrotherapeutic and physiotherapeutic treatments are available, with mecanotherapy, massage, medical gymnastics, physical culture, and a swimming pool. On either side of the park there are arcades which constitute Estoril's fashionable shopping centre, and within it are two of the best of the many and attractive hotels of Estoril, the Estoril-Palacio, the largest of them, and fitted in the most luxurious style, and the Hôtel de Parque, both having lovely views.

Estoril makes ample provision for sport, with numerous tennis courts; there is a good golf course, very pleasantly situated amongst the hills at the back of the town, to which there is a frequent motor-bus service, and there are facilities for polo, riding, fencing, yachting, and boating; and the bathing, from a firm, white, sandy beach, is among the best in the world. There are numerous shady and interesting walks in the neighbourhood, and pleasant excursions are to S. Pedro and S. Joao Cascaes, and the "Bocca do Inferno," where there is a remarkable cave into which the sea rushes with a loud roar; whilst Lisbon, with all its seductiveness, is but a few miles distant, and is connected by frequent electric trains.

And then there are the delights of motoring, over good roads, with magnificent scenery, in Estoril's hinterland, to Cintra, and its old palaces, perched romantically on well-wooded heights, with memories of Moorish times, and of Vasco da Gama, and to Montserrate, with its palace built by William Beckford, and a park where the tropical luxuriance of the vegetation is surprising. Estoril has the added advantage of being accessible by land or sea; by sea, by steamers of the Royal Mail, Blue Star, Booth, and Yeoward lines.

Edward E. Long

Summer Tours to Canada

Those who are now planning their summer holidays would do well to consult the Canadian Pacific concerning their summer tours to Canada.

Of these they have a very fine selection, comprising fourteen short conducted tours in Eastern Canada and the U.S.A. of from twenty-one to thirty-one days' duration, enabling such interesting cities as Montreal, Toronto, Quebec, Ottawa, New York, Boston, Chicago, and Washington to be seen, also the Niagara Falls, and a big "Across Canada" tour, leaving Liverpool by the *Duchess of Bedford* on July 27, lasting seven weeks and covering 12,000 miles,

The tour will be personally accompanied, and will include a good deal of the magnificent scenery of the Rockies, the great plains of Canada's Middle West, the Great Lakes, the beautiful Montmorency Falls, and the leading cities of Canada—Montreal, Quebec, Toronto, Ottawa, Victoria, and Vancouver. It is a splendid opportunity of seeing Canada under ideal conditions, and at the right time of the year.

A delightfully cool sweet smoke, burning free and evenly .... an Empire Blend of the highest quality.

PLAYER'S
AIRMAN
MIXTURE

ALSO AIRMAN NAVY CUT AND FLAKE — 10°oz
NAVY CUT DE-LUXE 11°oz

10D PER OZ

P.A. 37.B.

"VAN HEUSEN"
Regd. Trade Mark

Semi-stiff COLLARS

1/3 EACH

"Van Heusen" Collars are entirely British, made in white and striped designs, in various styles. Obtainable from the leading outfitters and hosiers.

Ask for VANTELLA Shirts in white and striped designs to match at 9/3 and 10/6 each.

Correct Collar-wear at All Times

The collar is the 'high light' of a man—by his collar he may be judged. Therefore, the wise man sees to it that his collars are not only faultless in cut and fit, but are correct in mode. Hence the wide-spread world vogue for "Van Heusen" Semi-Stiff Collars.

As their fabric is unique in being woven in a curve, "Van Heusen" Collars fit perfectly, keep exactly in position and do not restrict the neck.

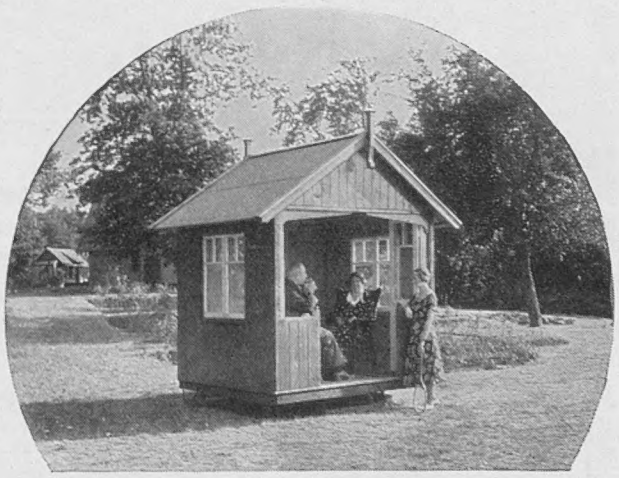
They wash well and keep their shape.

The Collars Smart Men Wear

HARDING, TILTON & HARTLEY LTD., Kinnaird House, London, S.W.1.

This summer

escape the turmoil



Place in the garden a revolving sunshine room and use it as a room in the house is used. ¶ *Write for Catalogue* 992.

BOULTON & PAUL, LTD., NORWICH

London Showrooms: 139, Queen Victoria Street, E.C.4.

U.S.S.R.
(Soviet Russia)

INEXPENSIVE TOURS—from £1 per day, inclusive of all fares, food, hotels, tips, sightseeing, from London back to London. Write for SUMMER TOURS Programme and for details of—

MAY DAY CELEBRATION and LENINGRAD MUSIC FESTIVAL tours.

Intourist LTD (Official Agents of U.S.S.R. State Travel Bureau),

BUSH HOUSE, ALDWYCH, LONDON, W.C.2

Or see your Travel Agents.

A Boy of the Old Brigade!

He's getting YOUNGER every day!

WILLIAM YOUNGER'S Scotch Ale

BREWED IN EDINBURGH

OGDEN'S

IRELAND'S YOUTHFUL ARMY

(Continued from p. 397)

The first operations of the Irish Free State troops were difficult, for their opponents, the Irish Republican Army under de Valera, were not concentrated in any big units, but were roving soldiers, who could discard their arms and uniforms at will. Thus the struggle occupied a long period and consisted largely of guerilla warfare.

When things had quietened considerably, the Irish Free State Army had to be drastically reduced. It had grown suddenly to a large highly-paid force, out of all proportion to its requirements as a defence force for use in emergencies in the Free State.

Big numbers were discharged and substantial gratuities were granted and then the problem of reorganization on a sound footing began. A military college was established and officers were sent across to the various military establishments here, to study British Army methods, which would form the basis of training for the Free State Army. Officers were also sent to Washington to study the American Army system of training.

To-day the regular forces of the Free State Army number 6,208, of which 508 are commissioned ranks and the annual expenditure is slightly less than a million-and-a-half sterling. Nevertheless, in times of trouble, it is estimated that a force of 30,000 to 40,000 could be put in the field in a very short time. Though modelled to a great extent on the British Army, the Free State have a different system with the reserve.

In this force there is a large percentage of officers, the idea being that it is easy to get soldiers if an emergency arises, but an altogether different problem to procure trained officers who are capable of taking immediate command.

With one exception the ranks are similar to those of the British Army. That is the retention of the rank of "Commandant"—a relic of the old Irish volunteers—which is a step between captain and major.

Major-General Michael Brennan, the present Commander-in-Chief of the Irish Free State Army is probably one of the youngest men in the world to hold such a position. He is still under forty.

The force he commands is a strictly professional, well-paid, clothed, and fed army, pledged to support the Government in power. To be a member of it is an enviable position while unemployment is so acute, and the pay of officers ranges from £250 per annum in the lowest ranks to £1,000 per annum in the highest. Privates get £1 per week.

And a peculiar reflection is that its activities are now controlled by the man whom it was originally formed to quell, Eamonn de Valera.

Jerome Willis

THIS KING BUSINESS

(Continued from p. 386)

Daumier resemblance, no doubt the idea. Yet how undersized were these freely bewhiskered young men. Still, they make the trouble in the streets, are evidently ready to die pour le Roi, and would play a leading part in any clash that might occur between all the fascist-minded of the capital and the notorious Red belt of half-a-million Communists who surround Paris and fear of whose concerted entry, one day, remains a nightmare of the bourgeois.

For the moment Fascists and Royalists, Fiery Cross merchants, Patriotic Youth, ex-Soldiers, are all mixed up. There is no Right cohesion such as brought pressure in other lands. People are all at cross purposes. Nowhere is the muddle more pronounced than as between Paris and the provinces. The latter profess disgust and distrust for the capital which they consider "pourrie" and Fascist. They say they returned a Left Parliament which Parisians have ejected from office and they won't stand for it. And this revolt of the provinces against Paris, highly interesting of itself, may precisely be vital to our Royalists who are not strong outside of provinces like Anjou, Brittany, Béarn, and Lorraine—in the whole southern half of the country they still cut very little ice even with the present boom in their stock.

Paris has got the wind up now about the still democratic provinces, is keen to humour them. True, Daudet pretends to abhor dictatorships. "France has had three. They ended, first, in the Terror and Thermidor; secondly, in Trafalgar and Waterloo; and thirdly, in Sedan and the Republic.

One solution only is conceivable—monarchy, traditional and modern, strong and supple, anti-parliamentary and decentralized." The last word is specially put in to win a greater measure of provincial support. But words are easy.

At bottom all depends on how the Republic now behaves. It would be stupid to say that the Duc de Guise really stands much chance—it would mean such inevitable bloodshed—yet his stock has manifestly risen. The Royal handicap is: a leader. Daudet is too old and fleshly. The sculptor, Réal del Sarte, who started the Camelots, is adored, but probably I could lead France as inadequately myself. Personally, I believe any hopes of Jean III must be pinned to a renowned soldier of well-known light blue sympathies, one who might be able to carry a deal of the professional army with him did events require an immediate coup d'état. It looks to me that Weygand *could* be a king-maker, perhaps the only one in sight, did he choose. But this is purely an unsubstantiated private opinion.

THE NEW DEAL IN THE UNITED STATES

(Continued from p. 389)

permanent objective in respect to the currency. The aim is to arrive eventually "at a medium of exchange which will have over the years less variable purchasing and debt-paying power." This means undoubtedly a search for an eventual commodity dollar which will retain less varying purchasing and debt-paying power by being itself more variable. Eventual, however, is a rather indefinite word. Sometimes it is used to change a promise into a pious expression of hope.

The third announcement declared a programme for Government finance covering three years, that is, to the end of the last fiscal year of the President's present term and culminating in a Budget truly balanced before the elections of 1936. This came in a second frank message telling all the worst. The scheme of dual budgeting—one ordinary, shown as in balance, and the other extraordinary and unmatched with present or probable revenues—was definitely abandoned. The current consolidated Budget for 1934 will be more than seven billions out of balance, and that for 1935 two billions. These deficits are not of the New Deal. They are the price of recovery. Both ends will meet in 1936, but the National Debt will then be thirty-one billions, five or six over the peak at the end of the War. As new taxes are impossible in an amount sufficient to fill in the gap, we must borrow huge sums—ten billions this year, four billions for maturities, and the balance for carrying on. It can be done.

With the emergency measures and the New Deal defined, some conclusions are relatively safe here.

First and foremost, the President is still in command. His popularity is undiminished. His control over Congress is firm beyond controversy. The relief measures have decreased actual unemployment one half. Roughly 12,000,000 were idle one year ago; about 6,000,000 now. The shortened hours of the codes put 1,500,000 back; and the Government spending, principally the quick work under C.W.A., did the rest. P.W.A. was slow, but its spending will be steady and apparent in work and purchasing power in two or three months more.

Commodity prices have lagged, are still lagging. It is still uncertain whether they can be permanently improved by monetary measures. Of the theories for and against it those which support doubt have so far the best of it. The crop curtailment programme has not accomplished what was hoped from it. Southern farmers ploughed up cotton and were paid, but they put more work on their reduced acreage and added to the surplus. Winter wheat planting was heavy. The West is a little more cheerful, due to the payments for curtailment and help with foreclosures and overdue mortgages.

Above all, cheer emanates from the White House.

NEWMARKET

WARREN HILL, NEWMARKET.

Approximate size of print 16 inches by 9 inches.

A FINE PRINT IN COLOURS AFTER THE ORIGINAL PICTURE BY

LIONEL EDWARDS, R.I.,

recently published in "THE TATLER," has now been issued by THE SPORTING GALLERY, and early application for copies is recommended.

REMARQUE PROOFS (limited to 25 only) **£3: 3:0**

ARTIST'S PROOFS (limited to 150 only) **£1:11:6**

ORDERS WILL BE EXECUTED STRICTLY IN ROTATION.

Both editions of Mr. Edwards' earlier Newmarket subject "A Training Gallop" are exhausted, and that print is now at a premium.

To be obtained from all Printsellers, or by post (inland postage 1/- extra) from

THE SPORTING GALLERY,
7, Grafton Street, Bond Street, London, W.1

Readers of

THE SPHERE

are invited to make use of the free facilities afforded by

The

SPHERE TRAVEL BUREAU

Advice to readers, for which no charge is made, is gladly given on all aspects of travel. Transportation by air, rail, sea or road, hotel accommodation, clothing and equipment—in short, advice and information upon any matter which merits prior consideration in connection with travel.

THE SPHERE TRAVEL BUREAU, 346, STRAND, LONDON.

Printed by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C., and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., 346, Strand, London, W.C.2. *March* 17, 1934. Entered as Second-class Matter at the New York (N.Y.) Post Office, 1903.

CONTINENTAL HOTELS

AUSTRIA.

Gallspach.—Famous for electro-therapeutical Treatment System Zeileis. **Hotel-Pension "Sonnenhof,"** modern comfort, mod. prices.

CHANNEL ISLANDS, GUERNSEY.

Hotel Houmet du Nord.—Facing sea. Full licence. Close famous golf links. Colonials specially catered for. Apply illus. brochure.

MONTE CARLO.

Hotel des Etrangers.—Sunny rooms with full pension from Frs. 40. Excellent food. Only 1st-class hotel including tax.

ITALY.

Rome.—Hotel Palace-Ambassadeurs.—Near Pincio Gardens. Unrivalled for its luxury and comfort. Very special reduced rates.

SICILY.

Palermo.—Villa Igiea.—On the Sea Front. Large Park. Golf Links. Tennis. Orchestra. Pension 75 Lire.

Taormina.—San Domenico Palace.—Alone of its kind—former Dominican Monastery of the 14th Century. Pension from 75 Lire.

SWITZERLAND.

Lausanne.—Belvedere Hotel.—Best position, first-class cuisine, diet. Weekly terms, all inclusive, from £5.0.0.

GENEVA.

Hotel de la Paix.—On the Lake facing Mont-Blanc. Close to pier. Near station Latest comfort. Quiet rooms from S. Frs. 6.

LAUSANNE.

Lausanne Palace—Beau Site Hotels.—De luxe at reasonable rates. Excellent cuisine. Nicest posit. Park, Garage, Priv. Tennis, Golf.

HIGHEST PRICES FOR
SURPLUS CLOTHES AND HOUSEHOLD ODDMENTS
Send to Dept. S.P.
JOHNSON, DYMOND & SON, LTD.,
24-28, Gt. Queen Street, Kingsway, London, W.C.2.
Est. 1793.
No parcel too large or too small.

Let ILLUSTRATED NEWSPAPERS Help You When You Go to Paris & Berlin

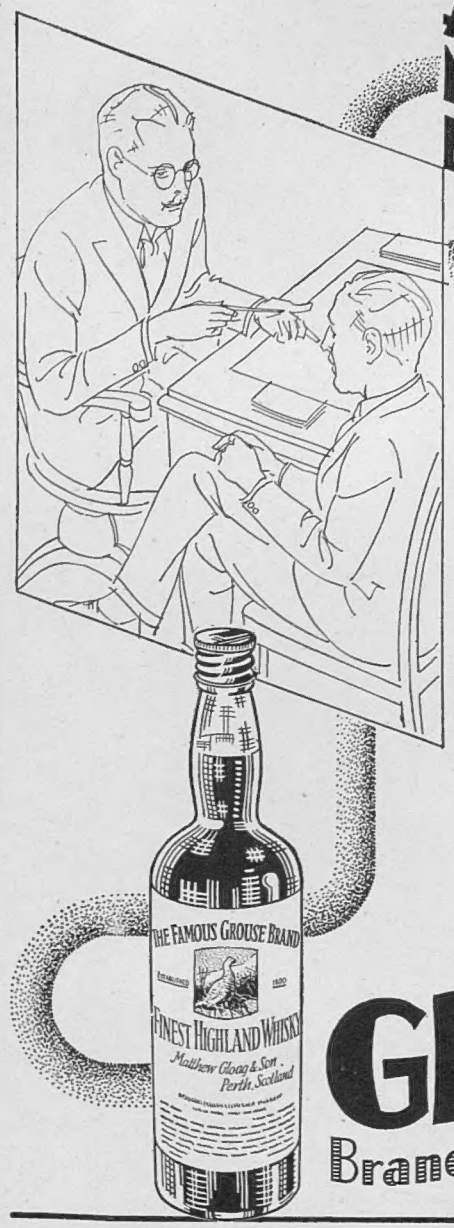
AT the PARIS Offices of "THE SKETCH," "THE ILLUSTRATED LONDON NEWS," "THE SPHERE," "THE TATLER," "THE BYSTANDER," "BRITANNIA AND EVE," "THE ILLUSTRATED SPORTING AND DRAMATIC NEWS," 65 & 67, Avenue des Champs Elysées, and at BERLIN, 32, Kurfürstendamm, there is a comfortable Reading Room where current and back copies of these publications may be read. In addition, advice and information will gladly be given free of charge on hotels, travel, amusements, shops, and the despatch of packages to all countries throughout the world.

All Continental Business Enquiries should be addressed to :

PARIS OFFICE:
65-67 Avenue des Champs Elysées *for* France, Channel Islands, Monaco, Belgium, Holland, Switzerland, Italy, Spain, Portugal, Austria, Czechoslovakia, Hungary, Yugoslavia, and the Balkan States.

BERLIN OFFICE:
Kurfürstendamm, 32 *for* Germany, Scandinavia, the Baltic States Russia and Poland.

The ILLUSTRATED NEWSPAPERS Reading Room in Paris.



"A LITTLE WHISKY NOW AND THEN BUT . . . be sure it is the best," says the doctor.

Many doctors recommend, and for their own use choose, "Grouse" Brand Whisky because they can depend on its unvarying high standard of quality.

Ask for it from your wine merchant, but if difficult to obtain send **25/-** to Matthew Gloag & Son, Perth, for 2 bottles for trial, post free.

Obtainable abroad from :—

GIBRALTAR - M. Baglietto.
S. RHODESIA The "GROUSE" Agency, Box 678, Salisbury.
KENYA - Jardin, Phipson & Co., Ltd., Nairobi & Mombasa.
JAMAICA - H. M. Kalphat, Kingston.
BERMUDA - J. E. Lightbourn & Co., Hamilton.
Etc. Etc.

GROUSE WHISKY
Brand.
Matthew Gloag & Son. Perth.

Skin Ills? Try This Way

Start using **Cuticura Soap** today. See how much it helps! Through its use many thousands have found relief from apparently hopeless skin troubles. **Cuticura Soap** contains the same delicate medication that has made Cuticura Ointment the first thought in treating pimples, eczema and other skin ailments. Make **Cuticura** your daily toilet soap and enjoy a clear, healthy skin.

PRICE 1s.
Sold at all chemists

AUSTRALIA.
TRAVEL BY THE MAIL ROUTE and THE MAIL STEAMERS
of the
ORIENT LINE,
calling at
GIBRALTAR, TOULON, NAPLES, EGYPT, and COLOMBO
Through Tickets to NEW ZEALAND & TASMANIA
Tickets interchangeable with other Lines.
SHORT HOLIDAY TRIPS
to
SPAIN, RIVIERA, ITALY.
Managers: ANDERSON, GREEN & Co., Ltd.
Head Office: 5, Fenchurch Avenue, London, E.C.3

JOHN PEEL TWEEDS
FOR WARMTH AND COMFORT
Woven from pure wool of the hardy little Cumberland sheep bred on the hills of the "John Peel" country. Hard wearing, weather resisting, for sports and country wear. Full suit length 55/6, or 10/6 per yd. 56 ins. wide. Write for patterns.
Sole Suppliers:
S. REDMAYNE & Sons, Ld., No. 47, Wigton, Cumberland.

BE TALLER! CLIENTS GAIN 2 to 6 INCHES!
Increased my own height to 6ft. 3¾ins. ROSS SYSTEM NEVER FAILS. Fee £2 2s. Particulars (mailed privately) 2½d. stamp, S. K. MALCOLM ROSS, Height Specialist, Scarboro', England. (*P.O. Box 15*).

GRANT'S
MORELLA
CHERRY BRANDY
Welcome Always Keep it Handy

The Ideal Liqueur for Entertaining
Little Lady Liqueur recommends this precaution—"Always ask your Wine Merchant for GRANT'S Liqueurs."

For Sound sleep
Benger nights are restful nights.
BENGER'S Food

TRAVEL NOTES of the WEEK

Answers to Enquirers

R. E., Africa (Travelling to England via the East). — You could travel to Singapore from Mombasa by the Osaka Sho Sen Kaisha Line whose boats call also at Colombo, and by the same line from Singapore to Yokohama. The Canadian Pacific Steamships, Ltd. quote a through first-class fare from Yokohama to England via Canada from £100 (tourist class from £65). Their boats call at Honolulu, and we suggest you break the train journey across Canada at Banff, a most beautiful place in the Canadian Rockies. You could enter the U.S.A. at Niagara Falls, and travel down to New York from where you could sail for England. Upon application, the Canadian Pacific Steamships, Ltd., will also quote you a through fare from Mombasa to England, and it is always more economical to travel this way than to book singly for the various stages.

W., Northumberland (Atlantic Isles).—The Royal Mail Line has a monthly service to St. Vincent in the Cape Verde Islands, but we doubt whether you would enjoy a stay there as the islands are dry and arid, the accommodation is poor, and in August particularly it would be extremely hot. You would, however, find the Azores very pleasant, and at the Hotel Central in St. Michaels you could live for about 5s. per day. Unfortunately the only regular service to the Azores is maintained by the Empreza Insulana de Navegacao of Lisbon, whose boats call also at Madeira. When in Teneriffe you might be able to find some small trading boat plying between the Canary Islands and the Azores, but this cannot be depended upon. At Orotava, the most popular resort in Teneriffe, you will find the Hotel Marquesa comfortable, with terms from 9s. per day.

L., Barcelona (Czechoslovakia).—Podebrady, a small town 31 miles from Prague and in the midst of very pretty country, is a spa which specializes in treatment for high blood-pressure. At the best hotel there, the Lazenfhy, you would get terms from 10s. to 12s. per day.

B., Perthshire (Cheltenham).—The climate of Cheltenham is mild and equable, but not relaxing. You would find it an excellent centre for motoring. The Lilley Brook Hotel, outside the town, is very good indeed. It has very large grounds, including an 18-hole golf course.

C., Bristol (Spain).—We suggest you make straight for Barcelona from Paris, and after a few days' stay there you might cross to Majorca. This island is very pretty and interesting, and the crossing is only an over-night one. From Majorca you could cross back to Valencia and then proceed up to Barcelona by way of Castellon and Tarragona.

Hints for Travellers

ITALY TO SOUTH AFRICA.

A new fast Italian monthly service has recently been inaugurated between Genoa and Cape Town, established as a result of the agreement between the Union Government and the Italian Company. The voyage is made via Gibraltar, Cape Town being reached in 15½ days from Genoa and in 14½ days from Marseilles. The ships employed were formerly in the South American service of the Italian Company, where they achieved considerable popularity. They have been entirely reconditioned to adapt them to the requirements of the new service; first, second, and tourist class passengers being carried.

AT THE SERVICE OF OUR READERS

"The Sphere's" Bureau of Travel Information

The Editor begs to remind his readers that the services of "The Sphere's" Travel Bureau are fully at their disposal. Enquiries addressed Travel Bureau Offices of "The Sphere," 346, Strand, W.C.2, will be promptly answered

THE POLICY
THAT BUILT STUART HOUSE

Years ago . . .

'Duggie' broke down all the old-fashioned barriers which handicapped backers.

Maintaining that principle, he has originated (while others have copied) every concession which has proved of value to the sporting public in general, and clients in particular; such as "No Limit." Accepting telegrams from the course up to the off—and paying over those which were lost or wrongly transmitted.

To-day . . .

'Duggie' also offers every facility the "Tote" offers and pays

a BONUS of 5 per cent. on Win and Each-way commissions.

'DUGGIE' NEVER OWES.

Douglas Stuart

is waiting to open an account with you.

STUART HOUSE, LONDON, W.C.2.

Printed by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C., and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., 346, Strand, London, W.C.2. *March* 17, 1934. Entered as Second-class Matter at the New York (N.Y.) Post Office, 1903.